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"Intermediate report on Start-up Actions"

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CONTENTS

EXECUTIVE SUMMARY

This report describes the state of play of the Start-up Actions (SuAs) supported by the BLUEMED CSA under the project's Work Package 4. SuAs are understood as networking meetings and seminars leading up to the drafting of a feasibility study on an issue of particular relevance to blue growth in the Mediterranean in general and to the BLUEMED Strategic Research and Innovation Agenda (SRIA) in particular.

This intermediate report includes a brief description of all the preparatory work carried out by BLUEMED CSA Consortium prior to the launch of the Call for SuAs in May 2018, followed by the setting up of a transparent and fair evaluation process and culminating in the selection of the four top-ranked proposals endorsed by the BLUEMED Steering Committee. At this point in time (October 2019), all SuAs have had at least one meeting and produced some preliminary results (Section 4 below). They are expected to have concluded their last meeting by May 2020 and submit their final feasibility study by August 2020.

SCOPE

This Deliverable falls under Work Package 4 (Start-up Actions), specifically Tasks 4.1 and 4.2 on 'Preparing, launching and evaluating the Start-up Actions' and 'Implementing and Monitoring the Start-up Actions'. MCST as Work Package Leader worked in close collaboration with the BLUEMED Coordinator as well as with all BLUEMED CSA partners, in particular HCMR, RPF, CNRS, IFREMER, IEO, IZOR, NIB and DGPM. Any changes made to the original plan as described in the Grant Agreement were agreed to by the BLUEMED Steering Committee and submitted to the European Commission in due form.

Start-up Actions represent a crucial part of the BLUEMED project, in that they concretely showcase the BLUEMED vision by bringing together stakeholders from all Mediterranean shores and beyond, thus taking the project beyond EU borders as well as by engaging public and private sector from policy makers to research institutions to companies to NGOs in the co-designing process. This collaboration with third countries is an important aspect of the BLUEMED Initiative science-diplomacy based approach, which acknowledges the fact that challenges to blue growth in the Mediterranean can only be appropriately tackled by means of international cooperation, data sharing and dissemination.

The BLUEMED CSA will assist the Start-up Actions in disseminating their events and results, and is hopeful that the feasibility studies engendered by these collaborative actions will further develop into larger projects with long-term, widespread impact at European, Mediterranean and global level. In this view, a dedicated webpage has been opened on the Initiative website: www.bluemed-initiative.eu/the-startup-actions/.

1. CALL FOR START-UP ACTIONS

1.1 CALL LAUNCH

Preparatory work on the Call for Start-up Actions (SuAs) began in January 2018. MCST as Work Package leader had several brainstorming sessions with HCMR and RPF as well as with CNR. Discussions focused on eligibility and selection criteria, the evaluation of proposals and documentation to be prepared, as well as dissemination of the Call itself.

Draft Terms of Reference were circulated with the BLUEMED CSA partners and feedback was collected and integrated until a final version could be agreed upon. All details regarding the kind of proposals expected, the eligibility of applicants, the application process, evaluation criteria and funding of the selected SuAs were set out in the Terms of Reference (Annex 1). Meanwhile, work began on the preparation of the online portal via which applicants would submit their max. 10-page proposals.

An Evaluation Management Group (EMG) composed of BLUEMED partners was formed to prepare the evaluation process. A list of expert evaluators from the 9 BLUEMED partner countries was prepared by this group. It was agreed that every proposal would be evaluated by two evaluators who, to avoid any conflict of interest, would ideally not be from the same organisation or country as the proposal Coordinator.

On 15 May 2018 the BLUEMED CSA announced the opening of its Call for Strategic Start-up Actions on Blue Growth in the Mediterranean. The announcement was posted on the BLUEMED website and social media platforms and disseminated via the Union for the Mediterranean and other pertinent channels.

The Call was open to entities seeking to conduct a series of meetings leading up to a feasibility, foresight or pilot study on topics that are crucial to the future of blue growth in the Mediterranean. Interested entities were invited to form a partnership of at least four partners – three from two different EU Member States and one from a non-EU state.

The Call took a bottom-up approach, with no prescribed topics provided the adherence with the BLUEMED SRIA. Applicants were asked to take an innovative, multidisciplinary approach. They were encouraged to have an SME as Co-Lead in their partnerships. Proposals submitted by Coordinators under 35 years of age and proposals that showed appropriate consideration for gender issues (in the partnership and in content) would be given priority in the case of equally ranked successful proposals.

BLUEMED CSA announced that each selected partnership would receive up to 32,000 Euros to cover the costs of the organisation of three workshops/meetings leading to the drafting of the studies as well as any dissemination costs.

The deadline for submission via the online portal was set to 15 July 2018. A dedicated mailbox (startupactions@bluemed-project.eu) was created for queries, which were handled by MCST with the support of RPF and CNR.

MCST and HCMR prepared the submission form (Annex 2), developed the guidelines for the evaluators (Annex 3) and the score sheets form (Annex 4) that would be made use of.

1.2 PROPOSALS RECEIVED

This being a bottom-up Call, received proposals spanned a wide range of topics, from fisheries and tourism, from operational oceanography to marine surveillance, as shown in Figure 1 below. The BLUEMED CSA was pleased to receive applications from international, multi-disciplinary teams, bringing together members of the academia, private sector, local and regional authorities as well as NGOs.

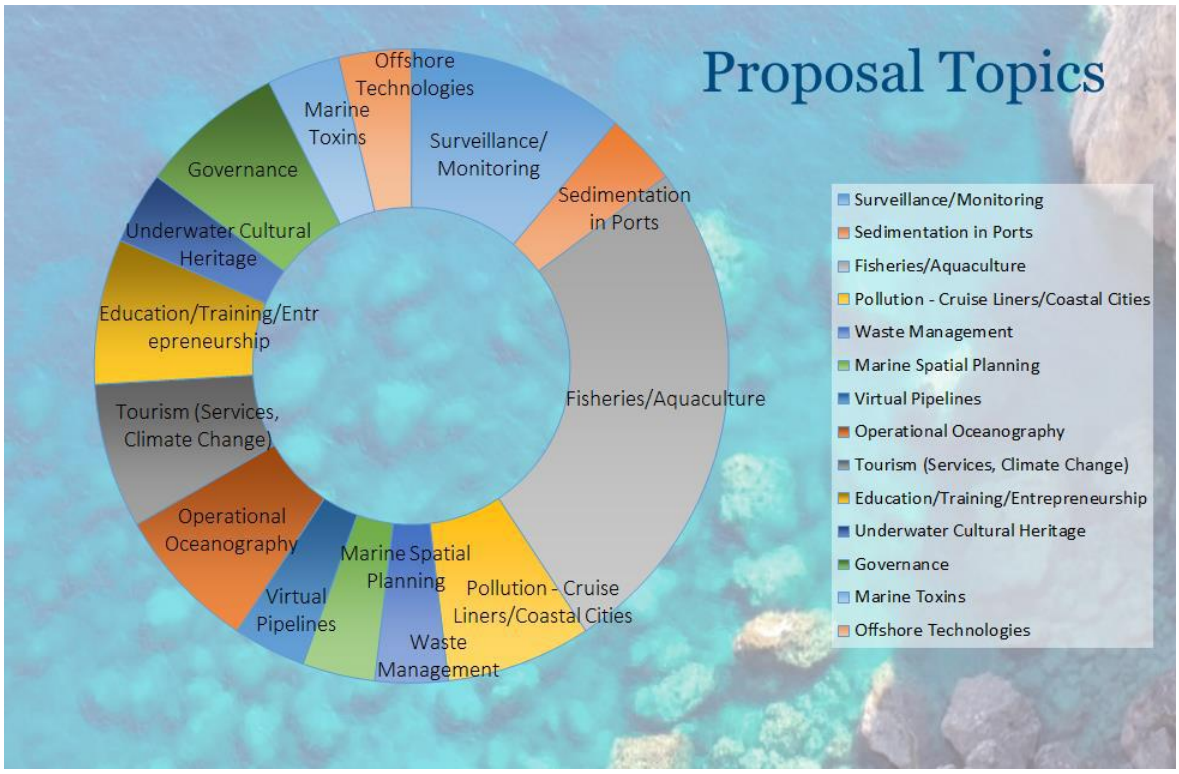

Figure 1: Topics of proposals received under the BLUEMED Call for SuAs, 2018

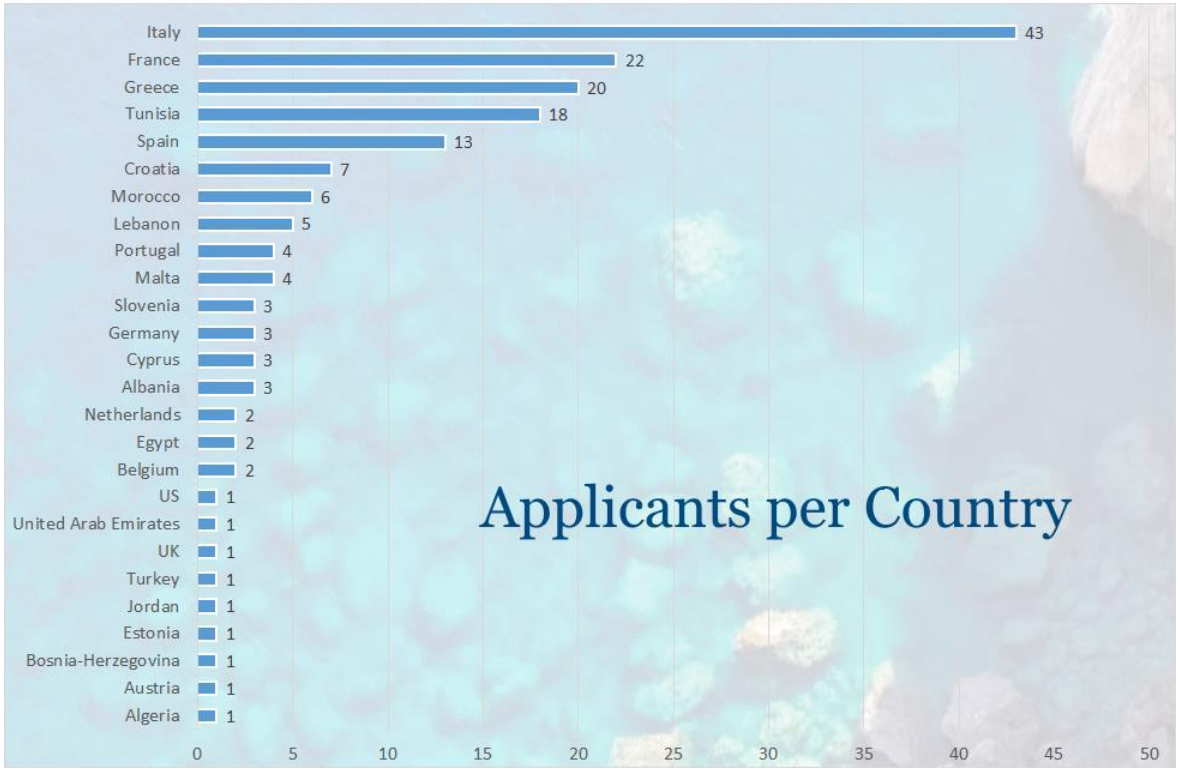

Figure 2: Number of applicants per country

2. EVALUATION PROCEDURE

2.1 ELIGIBILITY CHECK

The submission portal was closed on 15 July 2018 at midnight. After discarding incomplete or duplicated submissions, 27 proposals were listed to be checked and sent for evaluation.

A web meeting of the EMG was held on 26 July 2018. MCST assigned three to four proposals to every EMG partner. The latter verified the eligibility of the proposals she/he had been assigned and organised them into thematic groups, choosing two evaluators from the list of evaluators with expertise in the field of the proposal.

MCST as Work Package leader coordinated the EMG and took care of dispatching the proposals to the evaluators together with the Guidelines for evaluation. An Evaluation Agreement, which included conflict of interest declaration (Annex 5), was also prepared by MCST and CNR and sent to all evaluators.

An Excel file with all the results of the eligibility check and proposed evaluators was put together by MCST following input by all EMG members and shared with BLUEMED CSA partners.

2.2 EXPERT EVALUATION AND CONSENSUS

Out of the 27 proposals, 23 were found to be eligible to proceed to the second stage of the evaluation. The 4 non-eligible proposals failed to meet the criteria set out in the Terms of Reference, e.g. insufficient partners, no partner from a non-EU country or no partners from EU Member States, or failure to point out that the project was already funded under another EU scheme (double funding). The Coordinators of these proposals were immediately informed.

The second part of the evaluation proved tougher to organise due to unforeseen changes in the availability of some of the expert evaluators. Finding a replacement evaluator specialised in the specific fields concerned was no easy task. BLUEMED CSA partners were once again asked for advice and new evaluators were brought on board. Naturally, they were also asked to sign the Agreement and conflict of interest declaration.

All proposals were thus diligently and professionally evaluated by two evaluators who then reached a consensus score during a web meeting. MCST supported them throughout the process, which took longer than anticipated.

3. RANKING AND PARTNERSHIP AGREEMENTS

3.1 OUTCOME OF EVALUATION

On 8 November 2018, the BLUEMED CSA announced the results of the evaluation procedure. Based on the compromise scores defined by the evaluators, a ranking was established and sent to the BLUEMED Steering Committee for approval. Once the Steering Committee had given its approval, every proposal's Coordinator was informed on the outcome of the evaluation procedure. The evaluators' comments were sent to both successful and unsuccessful participants.

The ranking (Annex 6) was published on the BLUEMED website[1].

The four selected Start-up Actions were:

1. SEALINES: Mediterranean Safety Network, Coordinated by Ilaria Antoncecchi & Team (Ministry of Economic Development/Bicocca University of Milan, Italy); Co-Lead Marco Pacini (Rossetti Marino SpA, Italy), with partners from Egypt, Greece, Tunisia, Italy, Croatia and Cyprus.
2. ECOMEDPORT: Feasibility study of an ecosystem-oriented plant for sediments management in Mediterranean ports and marinas, Coordinated by Cesare Saccarini & Team (University of Bologna, Italy); Co-Lead Giovanni Preda (Trevi SpA, Italy), with partners from Tunisia, Lebanon and Greece.

[1] http://www.bluemed-initiative.eu/start-up-actions-call-results/#BefResults

3. LabMAF: Developing a Labelling Scheme for Mediterranean Small-scale and Artisanal Fish Products, Coordinated by Jerneja Penca (Euro-Mediterranean University EMUNI, Slovenia); Co-Lead Alicia Said (Malta College for Arts, Science and Technology MCAST, Malta), with partners from the UK, Spain, Italy, Portugal, Lebanon and France.
4. BlueBoatsMed: Foresight on cruise and recreational boating, their potential for transition towards a blue economy in the Mediterranean and associated environmental challenges, Coordinated by Lina Tode (Plan Bleu, France), Co-Lead Alberto Cappato (Porto Antico di Genova, Italy), with partners from Croatia, Spain, Tunisia and France.

4. KICK-OFF OF START-UP ACTIONS AND INITIAL RESULTS

Once all Coordinators had confirmed that they were in a position to implement the proposed Start-up Actions, a Partnership Agreement that had been previously prepared by MCST and CNR and vetted by lawyers, was sent to each partnership. Every Coordinator was tasked with obtaining the signatures of the other members of her/his partnership.

A kick-off web meeting was held on 10 January 2019, attended by SuA Coordinators, MCST and CNR. Coordinators were provided with the reporting template (Annex 7) and information on the payment procedure. It was agreed that payments would always be made directly by BLUEMED CSA partner (via NIB in the case of LabMAF and via CNR for the other three SuAs) with no funds being transferred directly to the SuA Coordinators. Travel arrangements, meeting venues, catering, any companies involved in preparing dissemination material, etc. would all be directly purchased/refunded by NIB/CNR in compliance with internal regulation.

The following is a summary of the meetings that took place so far and the progress made between January and December 2019. As this report is public and the SuAs' work is still in progress, preliminary results are not divulged here. Further information can be gathered from the reports of the meeting reported in the Annexs.

4.1 LabMAF - Developing a Labelling Scheme for Mediterranean Small-scale and Artisanal Fish Products

4.1.1 LabMAF First SUA Meeting

This Start-up Action, coordinated by Jerneja Penca from the EMUNI University in Piran, Slovenia, and co-led by Alicia Said from the Malta College of Arts, Science and Technology in Malta. This first meeting took place on 15-16 May 2019 in Ljubljana, Slovenia.

The Ljubljana meeting was attended by 15 experts in the field of small-scale and artisanal fisheries. The group consisted of marine biologists, economists, an anthropologist, market researchers, legal scholars, in their role as representatives of the academia, as well as NGOs, government administrations and fishers' organisations.

LabMAF was designed to be in line with the vision of the BLUEMED SRIA for "a healthy, productive and resilient Mediterranean Sea that is better known and valued" and a number of other objectives enshrined in the SRIA, including the development of the full potential of the marine sectors, structuring transnational cooperation, creation of jobs in the marine sector, improving the social wellbeing and environmental status of the region. The idea of LabMAF is to highlight that segment of the fishing industry which has a track record of minimising the environmental impact and contributing to social wellbeing, including generating jobs, and reward these good practices by providing extra visibility and value.

In terms of the BLUEMED SRIA, LabMAF addresses most directly Goal "B1". However, rather than "*Developing* optimal fishing strategies, technologies and practices", the SuA might be *promoting* the ones that already exist.

The LabMAF partnership promotes artisanal and small scale fishers, not *per se* but in so far as they promote the fishing practices that scientists believe are environmentally sustainable and promising from the social point of view. The consortium believes that "not all small-scale fisheries are good and not all industrial scale fisheries are bad." The goals within which LabMAF frames its task include the globally agreed Sustainable Development Goals (SDGs) and Aichi Biodiversity Targets (ABTs), within which there has been renewed attention to fisheries, as well as the EU Blue Growth agenda, which is focusing on creating jobs.

The aim of the first LabMAF meeting was to map various local or regional labelling initiatives that increase the visibility of small-scale fisheries products. The meeting was organised with the intention of bringing together a disciplinary and geographically diverse group of experts to discuss and understand ongoing initiatives and strategies and the contexts in which they operate. A list of potential objectives was derived from these, aimed at highlighting the multiplicity of factors and the multiple objectives being addressed by the task of "increasing visibility of SSF products".

Recognising that countries have local specificities that invite a more focused discussion on the challenges and opportunities that can be developed both at the national and regional levels, the group put together a list of issues to be tackled in the two remaining meetings

leading up to the final feasibility study. These are set out in the meeting report duly sent to BLUEMED in the provided template.

4.1.2 LabMAF Second SUA Meeting

The second meeting of LabMAF was held at the Institute of the Enviormnent, University of Balamand, Jbeil/Byblos Lebanon. Having the event unfold in a non-EU MS helped ensure the considerations of a wider and more reginal perspective.

The meeting took place on the 16th and 17th October 2019, on the 18th a field trip to meet the fishing community had to be cancelled due to nation-wide protests occurring in Lebanon. This unforeseen occurrence did produce logistical challenges to the participants, however the security and safety of the participants was not hindered and the meeting was concluded successfully in the given circumstances. This meeting engaged participants mostly from academia and four out of the seven participants where female.

The activities have led to the identification of two features the organization of the market as contributing to the weak small-scale fishers (SSF) products, apart from the regulatory aspects. Current organization of value chains and the marketing system are the key weaknesses. These aspects present ample opportunities for improvement, at stake is the lack of differentiation of SSF products from the various types of fish products.

The LabMAF has identified several interventions and considered the different context in the local specificities. In that context, the meeting came up with the following options for action at the regional level:

1. Provide an overview of good practices, options (acting as a hub for inspiration of potential proponents of initiatives and for sharing experience)
2. Build a protocol/code of conduct/guidelines/terms of reference (provide a reference point for consumers and producers)
3. Encourage (peer) recognition and support / alliance (envisaging a kind of loose institutional structure)
4. Encourage third-party certification (invite a new centralised mechanism in the field)
5. Develop step-by-step approach to producer labelling (not encouraging a regional label, but envisaging more labels)
6. Recommend awareness-raising to consumers and value chain (no regulatory role)
7. Advise the government for change (e.g. mandatory labelling) (no direct regulatory role, working indirectly)

These initiatives where investigated in terms of a SWOT analysis, considerations of feasibility and desirability to produce a meaningful output, LabMAF will address items 1, 2 and 5 in the future activities.

4.2 SEALINES: Mediterranean Safety Network

4.2.1 SEALINES First SUA Meeting

The SEALINES Start-up Action is coordinated by Ilaria Antoncecchi from the Ministry of Economic Development (Italy) and the University of Bologna, with Marco Pacini from

Rossetti Marino SpA in Italy as co-lead. The first meeting took place in Ravenna on 28 March 2019 during the Offshore Mediterranean Conference 2019, an international energy event.

43 participants from different EU and non-EU countries attended this meeting, with the majority of participants coming from research institutes and administrations, followed by private enterprises and academia.

The Coordinator described the meeting as having contributed strongly to the expansion and merging of existing networks which will hopefully lead to the setting up of an interdisciplinary Mediterranean network composed of high-level experts. This was the first time members of science administrations, research centres, experts from the academic world and private enterprises from European and non-European countries were brought together to discuss issues such as methodologies and standards for safety and sustainable maintenance, protocols for monitoring or re-use of sealines and the state of knowledge about offshore infrastructures and datasets for the entire Mediterranean Region.

This first meeting focused on research concerning “smart and intelligent monitoring, maintenance and sustainable repurposing system for sealines”. The meeting was divided into sessions tackling different aspects of the topic. Participants presented their research and case studies. A thinking session followed, with attendees split into five groups tasked with answering three specific questions. Details on the outcome of the sessions and discussion are set out in the report drafted by the Coordinator. Presentations and other materials were also shared with BLUEMED.

One of the most important tasks of the SEALINES project is to promote the international expansion and growth of the national scientific research network CLYPEA (innovation network for future energy) with a view to obtaining important results in the framework of Blue Growth. SEALINES addresses a number of Challenges under the BLUEMED SRIA, particularly those related to sustainable development and governance (Challenges E1, E2 and D1).

4.2.2 SEALINES Second SuA Meeting

The second SUA meeting took place in Athens on 24 June 2019. Hosted by the Hellenic Hydrocarbon Resources Management (HHRM), sessions focused on state-of-art technology with regard to sealines.

69 international experts (from administrations, private companies and research institutes) attended this meeting, i.e. approximatively 10 % more than for the previous meeting.

Five sessions on different aspects of sealines technology and maintenance as well as the regulatory framework were held, with presentations by different partners and discussions with the audience.

The final session on the regulatory framework took the form of a panel discussion with four speakers answering questions about the safety regulations on sealines in their countries or absence thereof. Among other things, the issue of data sharing was discussed. Not sharing data such as location and mapping entails a risk for infrastructures at sea. Speakers,

however, acknowledged the sensitivity of such information in the context of national security.

Details of this discussion, as well as all the presentations, can be found in the Coordinator's meeting report. Dissemination and communication of the SEALINES initiative were done via a new Twitter page dedicated to the project and in two press releases published by HHRM and DGS UNMIG.

In the final stage of the discussions, the possibility of defining procedural guidelines, based on the opinions gathered, were discussed, as well as the possibility of developing and identifying a case study in the Adriatic Sea. This event strongly contributed to the expansion and synergy of networks enabling interdisciplinary exchange between high-level experts and stakeholders in the Mediterranean.

4.2.3 SEALINES Third SuA Meeting

The third SUA meeting took place in Milan, Italy, on the 30th of September 2019 and 1st October 2019. Respectively hosted by Basic Engineering and Eni SpA., sessions focused on two main objectives:

- the common identification of a real case study, and
- the definition of the work to be done for the drafting of a feasibility study on the reuse of offshore infrastructures.

The main idea shared was to identify a platform as a test bed in the Adriatic Sea amongst those listed in the Italian decommissioning plan. This approach would make it possible to reuse infrastructure as a scientific research hub towards integrated green energy systems.

This was generally agreed to between the partners, which permitted further discussion on this opportunity to test new technologies for the renewable energy production, storage and transportation. Moreover, it was agreed that it was integral to understand the cost/benefit evaluation in reusing existing infrastructures with respect to their decommission. The participants went on to the define a draft index for the final feasibility study. The consortium considering several criteria proceeded with selecting the Azalea A platform for their feasibility study.

Through the proceedings of the meeting the discussions led to draft outline of the subparagraphs of the final feasibility. Enhancement of each section is foreseen and elaboration on each passage will be developed by the consortium members.

All details concerning these three meetings can be found in the Coordinator's comprehensive reports.

4.3 BlueBoatsMed – Foresight on cruise & recreational boating, their potential for transition towards a blue economy in the Mediterranean and associated environmental challenges

4.3.1 BlueBoatsMed First SuA Meeting

This SuA, coordinated by Lina Tode on behalf of Plan Bleu, with Alberto Cappato (Porto Antico di Genova, Italy, as co-lead, has had two meetings so far. The first meeting was web based and took place on 14 May 2019. Twelve participants from EU and non-EU countries attended the meeting, representing science administrations, NGOs, private companies or yachting clubs and academia.

The goal of this SuA is to tackle the following issues:

a. Trends. Analyse and evaluate the prospects for further and sustainable expansion in the cruise and recreational boating sectors in the Mediterranean, based on the partners' knowledge and on-going research.

b. Stakes. Agree on up to four main environmental or societal challenges associated with such expansion (i.e. challenges linked to the rapid changes the cruise and recreational boating sectors are undergoing and expected to experience in the upcoming years).

c. Promising innovations and conditions for scaling up. For each selected challenge, present up to three promising innovations through case studies; discuss the potential and readiness for further uptake of these innovations, and identify the main instruments (or policy mixes) necessary to accompany these transitions in the short, medium and long terms.

d. Guidelines. Contribute to outlining and designing guidelines for a sustainable and inclusive cruise and recreational boating sector, including yachting, in the Mediterranean.

This first meeting focused on 'identifying major trends, key challenges and promising innovations in the cruise and recreational boating sectors'. The meeting was split into three sessions. The first two sessions consisted of presentations on different trends, challenges and innovations as well as environmental and social impacts of cruise and recreational boating on vulnerable coastal communities. The final session was a discussion around choosing four promising innovative actions (illustrated by case studies) to be discussed and analysed at a brainstorming session in Genova (second SuA meeting below).

4.3.2 BlueBoatsMed Second SuA Meeting

The second BlueBoatsMed meeting took place in Genova, Italy, on 19 June 2019. Eleven participants attended this meeting, representing an MPA, port authorities, NGOs and private companies.

This meeting built on the results of the web meeting, in particular the four main environmental or societal challenges associated with the expansion of the cruise and recreational boating sector and the innovative actions identified as well as the main instruments (or policy mixes) necessary to accompany these transitions in the short, medium and long term. The issue of data interpretation was given great attention (use of

different indicators to measure the dynamics of the cruise industry), given that strategic decisions and investment flows are based on such data.

Three working groups were set up to discuss the above-mentioned four challenges and innovations. Every challenge was linked with a potential improvement (e.g. speed restrictions to reduce pollution, fuel consumption and collision with cetaceans) as well as any existing pilot projects where applicable, the measure's potential to significantly reduce impact (high, medium, limited or very limited), the timeframe and any key conditions and levers for dissemination.

4.3.3 BlueBoatsMed Third SuA Meeting

The third BlueBoatsMed meeting was held at the World Trade Center Marseille, France, on the 25th of November 2019. For this meeting participants were selected amongst national and reginal stakeholders engaged in recently closed or on-going projects/initiatives in the cruise and recreational boating sectors. The meeting attracted 19 participants in all mostly from NGOS and managed to involve 5 female participants.

This event further consolidated previous efforts made. Most of the discussions evolved around the conditions and levers necessary to support the transition to the sustainability of the sectors through continued development of guidelines. Posing the following two questions to the participants:

- Discuss how to disseminate and scale-up the identified innovations against existing gaps and bottlenecks such as decision-making mechanisms, investments, etc;
- Propose structure/methodology/main elements of potential "guidelines" on sustainable cruise and recreational boating.

Each challenge was addressed with the above in mind the three workgroups address the respective challenges:

- WG 1: Safeguarding ecosystems and biodiversity
- WG 2: Ensuring acceptable air quality and limiting air pollution
- WG 3: Ensuring that boating and cruising do not adversely impact local socio-economic systems, and that benefits are shared in an equitable way, and promoting a circular economy of boats and related equipment

The four challenges where addressed in the working group sessions which further developed and enhanced the matrices. It is the intention of the coordinators of the SuA to use this work to develop a narrative output of these achievements.

All details concerning these three meetings can be found in the Coordinator's comprehensive reports.

4.4 ECOMEDPORT - Feasibility study of an ecosystem-oriented plant for sediments management in Mediterranean ports and marinas

4.4.1 ECOMEDPORT First SuA Meeting

This Start-up Action, coordinated by Prof. Cesare Saccani from the Department of Industrial Engineering from the University of Bologna, Italy, had one meeting so far.

The first meeting spanned over three days (two (2) full days and a half day) which took place on 26-28 September 2019 in Bologna and Riccione, Italy. The audience was of varied background, with 55 registered participants the meeting eventually involved more than 100 people. The participants included academics, policy makers and representatives of municipalities. The second meeting is planned to be held in Tunisia and followed by another one in Lebanon in early 2020.

Holding the meeting in Italy permitted the invited experts to see the technology in operation in the existing demo plants in Cervia and Cattolica, Italy. This was in addition to allowing them to see how the technology development was achieved within a technological and normative framework.

On the afternoon of the first day (26th of September) a project meeting, at Faculty of Engineering, University of Bologna, Bologna, between the partners and the invited experts from Lebanon and Tunisia was organized. It was aimed at "Technology and Knowledge Transfer" between the participants and invited experts. Administrative and logistical issues of this start-up action were also discussed at this meeting.

The second day (27th of September) was dedicated to a conference about sediment management, titled "Research and innovation of sediment management in ports areas" held again at Faculty of Engineering in Bologna, with experts contributes from Italy, Lebanon and Tunisia. In particular, the focus of the Italian experts contributions were on the legislative and environmental issues related to sediment management, and included also some examples on how sediment management impacts on marinas and industrial ports operation. The conference included a site visit to demonstration plant for the sediment management at the port inlet in Cervia.

The third day (28th of September), was dedicated to the municipalities and the local management of sediment (including erosion issues). A conference entitled "The impact of sediment management on coastal tourism" was organized in Riccione highlight the impact of sediment management on beach tourism and how innovation can bring new opportunities for a sustainable development of coastal tourism. Following the conference, a site visit to the experimental plant for sediment management, installed at a local enterprise, in Cattolica was organised.

ECOMEDPORT was designed in line with and contributes to a number of objectives enshrined in the BLUEMED SRIA, including the development of the full potential of the marine sectors, structuring transnational cooperation, creation of jobs in the marine sector, improving the social wellbeing and environmental status of the region. Nevertheless, ECOMEDPORT is most directly linked with "C1"goal of the BLUEMED SRIA.

In particular, with reference to the implementation of the BLUEMED SRIA (ambits and goals), the proposed technological solution represents an innovative business development opportunity in the Med area, developing a new technology and related products and services, already under demonstration in pilot sites of two European projects, and also a great opportunity for strengthening synergies between science, industry and policy makers in the field of maritime transport and safety (safe maritime transport in med ports and facility) and in the field of protection and integrated management of coastal areas (hazard and protection of coastal areas in the Mediterranean) with an ecosystem-friendly approach (services, resources, vulnerability and resilience of med ecosystems).

The ECOMEDPORT project aims to promote the adoption of an innovative and sustainable technology for the management of sediments in harbours' areas in the Mediterranean Sea. The final goal of ECOMEDPORT project is the realization of a feasibility study for the application of the technology in specific sites, as in Tunisia and Lebanon, through the involvement of experts in different fields from different countries. In fact, to achieve the main project goal it is necessary the interaction between all the involved public and private stakeholders which in various ways contribute to the management of sediments.

The experts already preliminary identified some potential sites for replication (Port of Tripoli in Lebanon and fishing ports in Tunisia), but further evaluation of the legislative barriers and the real interest of local stakeholder need to be analysed. Moreover, the decision makers need to be convinced. Recognising the limitations and divers constraints further discussions are discussion on the barriers and prospects that can be taken forward both at the national and regional levels. The group has defined a plan for the two remaining meetings leading up to the final feasibility study. This plan is set out in the meeting report duly sent to BLUEMED in the provided template.

5. CONCLUSIONS

The BLUEMED CSA is satisfied with the progress of the SuAs and the diligence shown so far by Coordinators, Co-Leads and partnership members. All SuAs are expected to complete their meetings within the given timeframe and submit their feasibility reports by August 2020.

The BLUEMED CSA is also particularly pleased with the multi-national, multi-disciplinary and multi-stakeholder aspect of the SuAs. So far the four SuAs have succeeded in bringing together a total of 205 stakeholders, engaging 33 members of academia, 17 NGO representatives, 108 from the public sector and 47 private sector representatives.

The final report on Start-up Actions (Deliverable 4.2) will be drafted by MCST once all SuAs have submitted their meeting reports and final feasibility studies.

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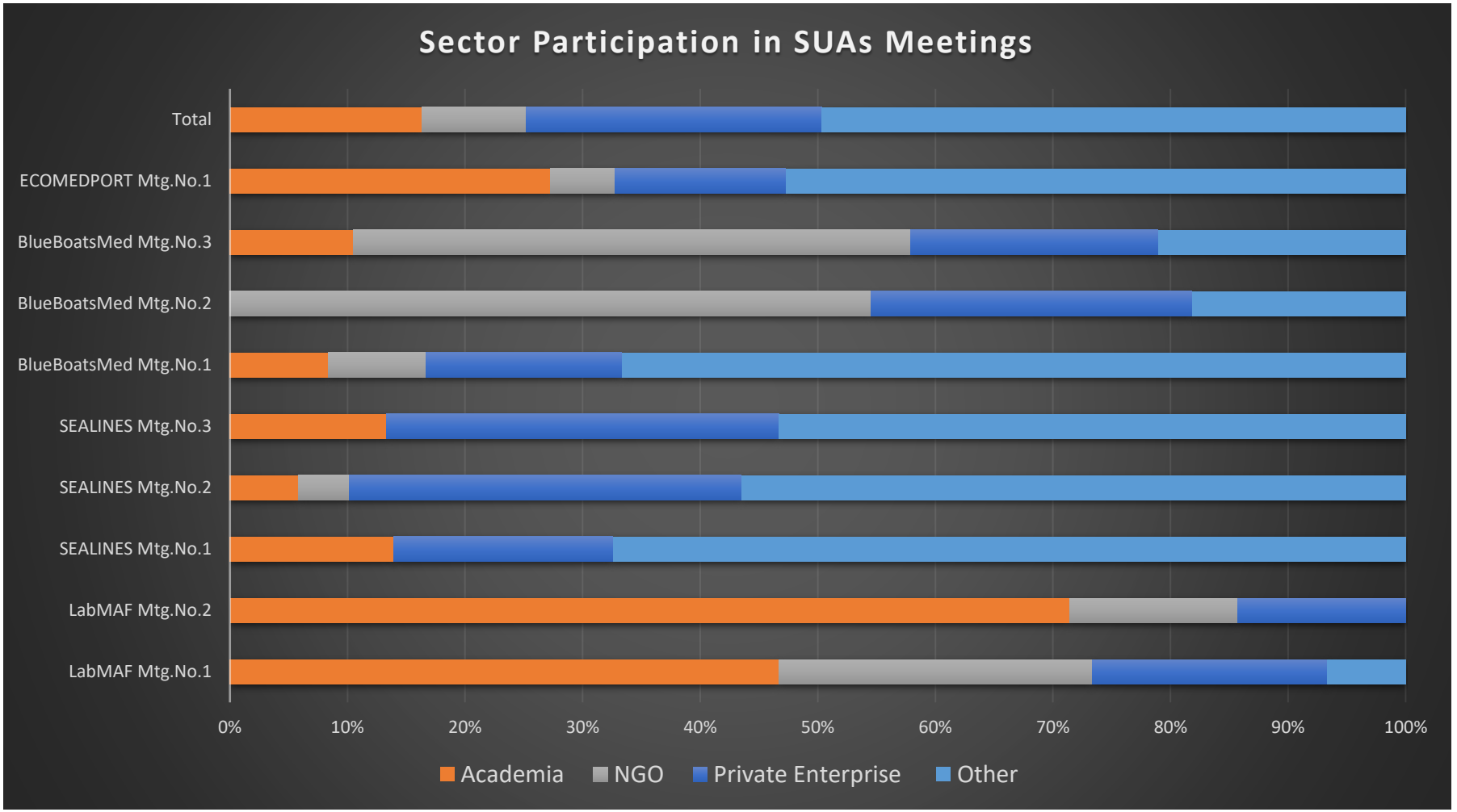

Figure 3: Sector Participation in SUAs Meetings

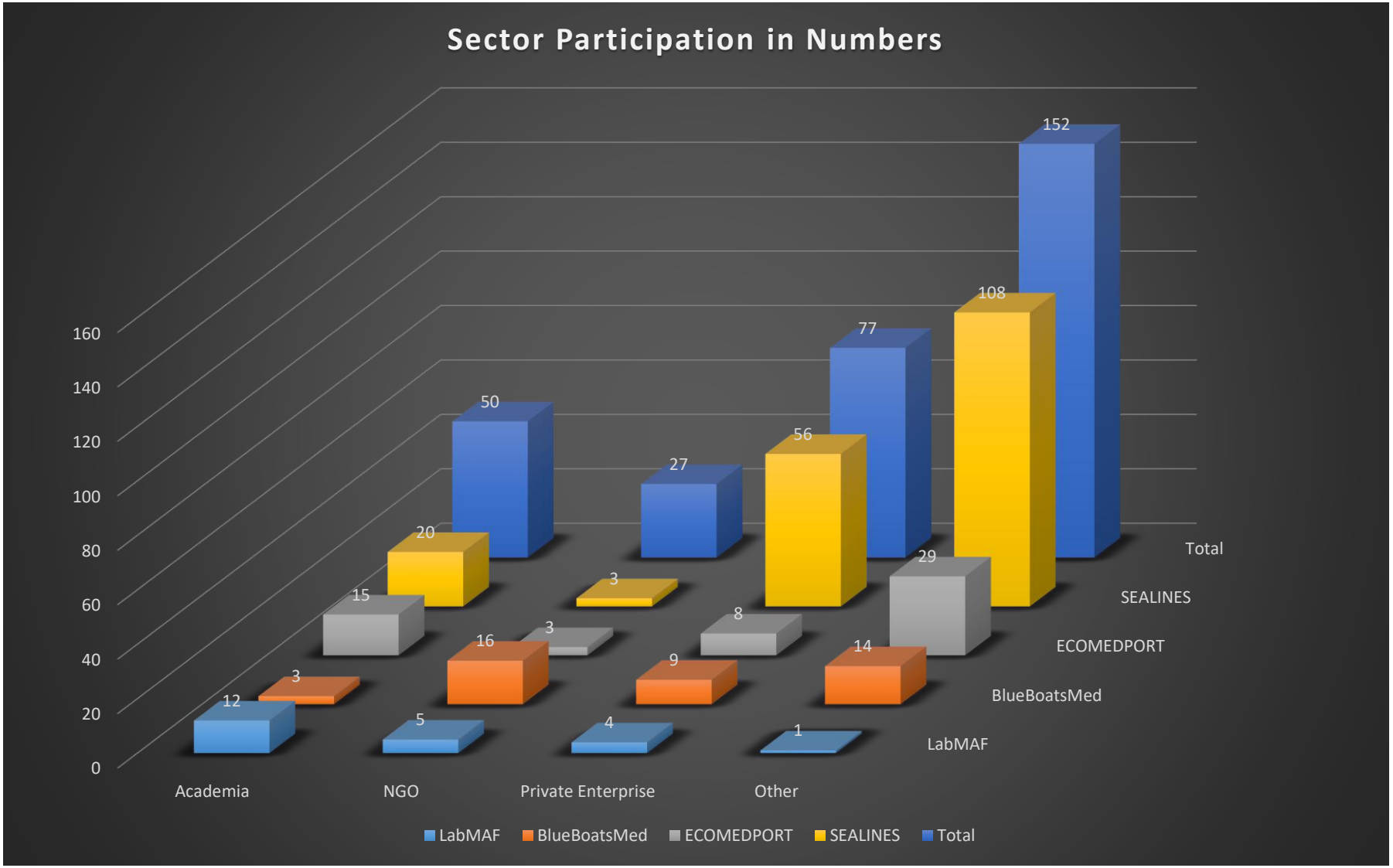

Figure 4: Sector Participation in Numbers

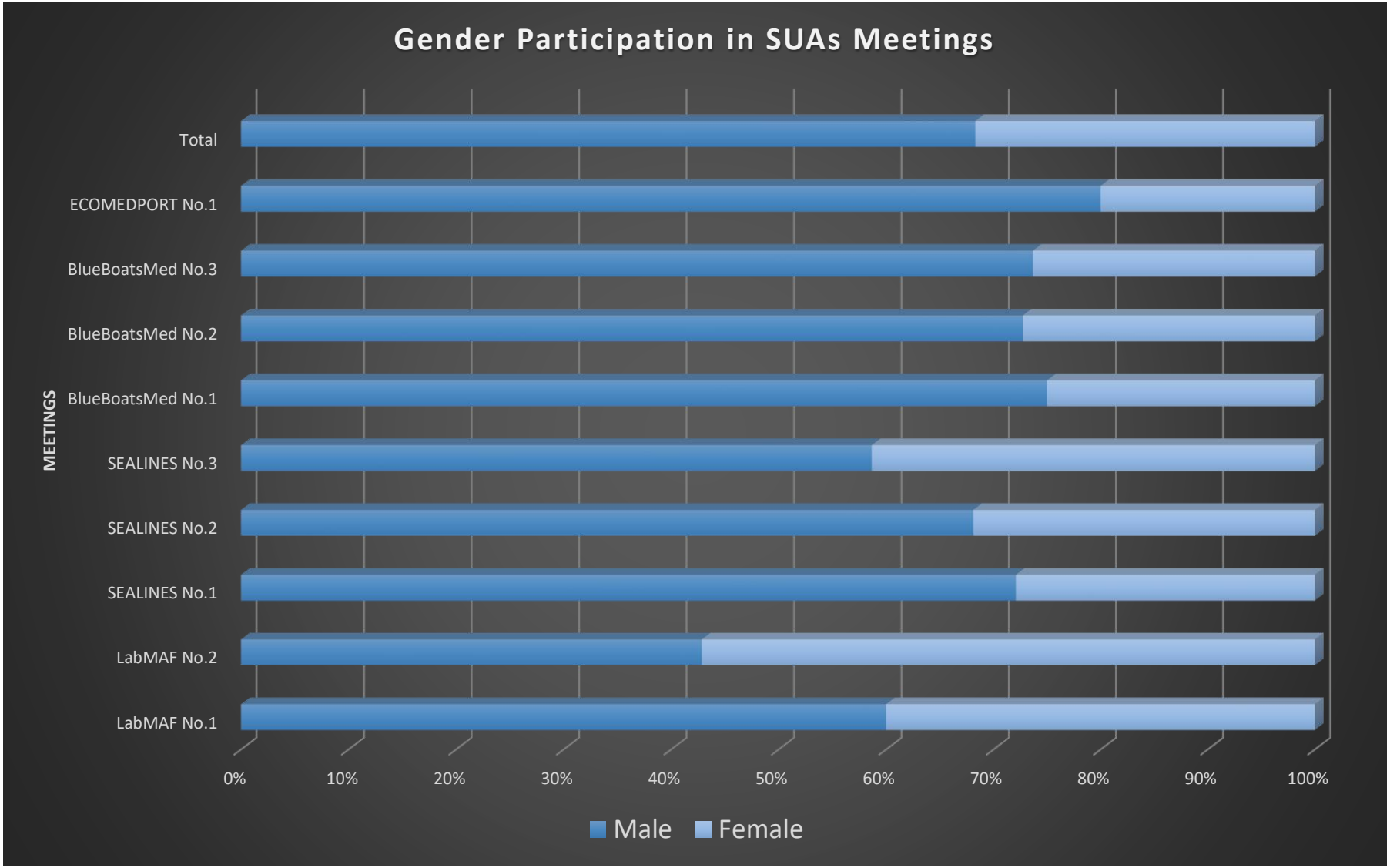

Figure 5: Gender Participation in SUAs Meetings

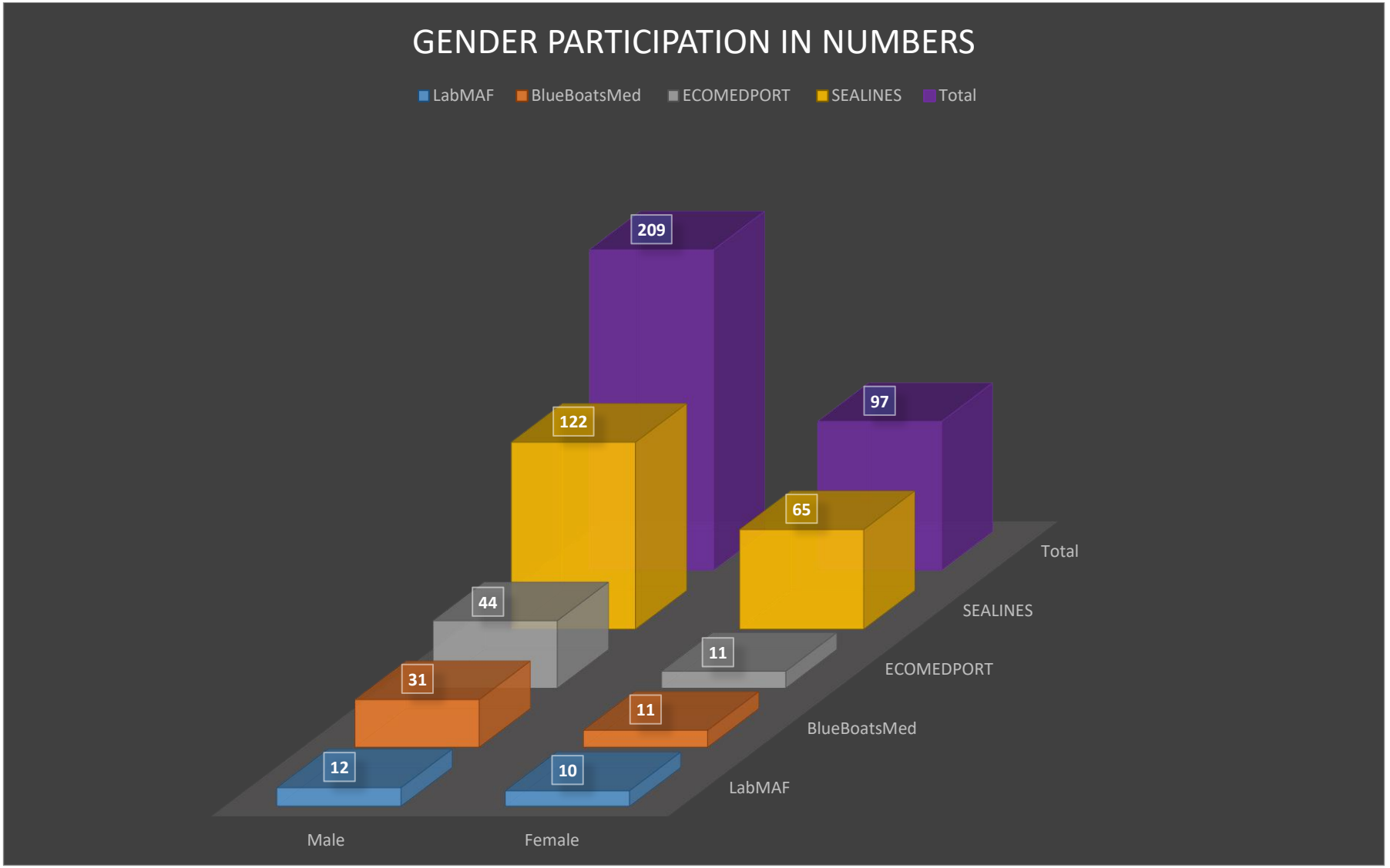

Figure 6: Gender Participation in Numbers

This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

Annex 1 - TERMS OF REFERENCE

START-UP ACTIONS

Call for Applications for Strategic Start-up Actions on Blue Growth in the Mediterranean

TERMS OF REFERENCE

1. Key Information

A call for applications for "Start-up Actions" has opened under the BLUEMED CSA project in support to the BLUEMED Initiative, addressed at entities interested in forming a partnership to explore crucial topics for Blue Growth in the Mediterranean basin, in line with the challenges and goals identified in the BLUEMED Strategic Research and Innovation Agenda (SRIA). Each partnership will be expected to conduct a series of activities (workshops/networking meetings) leading up to a feasibility, foresight or pilot study.[2]

The Start-up Actions represent concrete opportunities to explore innovative, knowledge-based pathways and forward-looking visions with a multidisciplinary, mission-oriented approach, for further uptake and developments.

In practice, they will be jointly developed by the partners through workshops and/or networking activities implemented at transnational level, complemented by desk work, and dedicated to the preparation of creative, forward-looking studies on specific blue economy themes that are crucial for the future of the Mediterranean.

The BLUEMED project will support the selected entities by funding up to three meetings/workshops per Start-up Action, providing the best environment for the partners to discuss and plan their studies. Partners are encouraged to show a strong sense of leadership with regard to their studies: ideally, additional funding sources will be secured, enabling the projects to continue developing upon completion of the Start-up Actions and grow into larger actions.

Up to four Start-Up Actions will be selected for funding.

[2] Examples include, but are not limited to:

- feasibility studies that could lead to the setting up of a local start-up/a BLUEMED hub;
- prototypes/integrated test cases/methodologies;
- forward-looking East-West/North-South strategies through the assessment of common features and differences;
- co-planning data retrieval/reuse for further exploitation driven by end-users (decision makers, entrepreneurs, etc.) and aimed at generating new economic activities;
- co-create R&I pilot projects, including citizen science;
- co-shaping practices to share capacities (e.g. infrastructures and human potential) and/or to enhance relevant skills;
- co-building science-to-policy strategies to provide solutions in support of policy makers;
- conducting match-making exercises towards the implementation of joint activities by aligning available instruments and tools.

2. Key Dates

Call Launch:	15 May 2018
Deadline for Submission of Proposals:	15 July 2018
Results Announced:	September 2018
Beginning of Start-up Actions:	October 2018
End of Start-up Actions:	December 2019
Submission of Final Studies:	March 2020

3. Background on the BLUEMED Initiative and BLUEMED CSA

BLUEMED is the Research & Innovation Initiative for promoting the blue economy in the Mediterranean Basin through cooperation. It is the strategy of reference for Mediterranean countries to work together for a healthy, safe and productive Mediterranean Sea. The BLUEMED Initiative aims to contribute to the creation of new 'blue' jobs, social wellbeing and sustainable growth in the marine and maritime sectors through the implementation of its Strategic Research and Innovation Agenda, the BLUEMED SRIA.

The Valletta Declaration on Strengthening Euro-Mediterranean Cooperation through Research and Innovation was a major outcome of the Maltese Presidency of the Council of the EU in 2017. It clearly identifies the BLUEMED Initiative as "a means to promote a healthy, productive and resilient Mediterranean Sea and stress the importance of structuring Euro-Mediterranean cooperation in marine and maritime sectors …" As a major follow-up, the Group of Senior Officials' BLUEMED Working Group (GSO BLUEMED-WG) was established in the framework of the Euro-Mediterranean R&I Group of Senior Officials, as the Steering Body of the BLUEMED Initiative.

The BLUEMED project is a Coordination and Support Action (CSA), funded by the European Commission within the H2020 Framework Programme with 3 million Euros, aimed at supporting the implementation of the BLUEMED Initiative as a key policy reference for all actors of Blue Growth in the Mediterranean, by promoting the update and implementation of the BLUEMED SRIA, converting its outputs into actions.

Coordinated by the National Research Council of Italy (CNR), leading a Consortium of 11 partners, this project has the privilege to set the scene – for the first time in the whole Mediterranean Basin – for the long-term effective coordination of marine and maritime research and innovation activities, consolidating networks and establishing mechanisms that will remain beyond the conclusion of the project. The four BLUEMED Platforms (Knowledge, Economy, Technology and Policy) represent a key tool developed by the project to ensure constant dialogue and consultation with national stakeholders to reach the objectives of the BLUEMED Initiative.

The BLUEMED CSA aims to facilitate cooperation in all Mediterranean countries, in order to promote the alignment of programmes and strategies and the pooling of resources and investments, creating the conditions for new opportunities to develop joint activities.

The BLUEMED vision is shared by a great number of projects, be they Horizon 2020 or other EU-funded projects, initiatives funded by the Union for the Mediterranean or nationally funded endeavours. BLUEMED seeks to bring as many of these projects together as possible, in order to combat fragmentation and the duplication of efforts and foster data sharing and knowledge transfer.

More information on the BLUEMED CSA can be found here: http://www.bluemed-initiative.eu/the-project/

4. Applications

4.1 Application Requirements

The following conditions are considered mandatory:

The partnership applying for a Start-Up Action must be composed of at least four legal entities: three from at least two different EU Member States and one from a non-EU State.

The partners have to be entities that are active in fields related to blue growth and the blue economy, e.g. Marine or Maritime Institutes, University Departments or equivalent, Research Centres, Government bodies or agencies, Local Councils, private enterprises, SMEs, Foundations, or Non-Governmental Organisations.

This Call is driven by the key challenges and related goals and actions of the BLUEMED SRIA, while adopting a completely bottom-up approach. No specific topics are imposed on the applicants. However, it is important for proposals to refer to the BLUEMED SRIA, explaining how they address a particular Goal.

Every Start-up Action will bring together multinational actors from different disciplines. The partnership can invite experts from all relevant fields including, amongst others, economists, lawyers, ICT specialists, social scientists, graphic designers (e.g. for dissemination purposes).

It is important for the private sector to be represented in every partnership, ideally by involving a private enterprise or SME as **Co-Lead partner** (i.e. a partner with an active role in the leadership of the study project).

The Start-up Actions must have clear Mediterranean and European added value.

Beyond the scientific proposal, a budget breakdown and timeline are also required. The inclusion of a Gantt chart is recommended.

The proposal is expected to include a roadmap of activities and goals pursued, beyond the immediate scope of the study. It is recommended that applicants highlight possible outcomes and achievements of previous or on-going related initiatives, if applicable.

Proposals are to take into account any socioeconomic aspects, the cost-effectiveness of the actions, their impact and any legal issues/bottlenecks, if relevant. Of crucial importance is the ability to inject new ideas within the BLUEMED vision of the marine and maritime Mediterranean area.

Any publications ensuing from the Start-up Actions must be made available in Open Access.

4.2 Application Process

Every partnership will nominate a **Lead Coordinator**[3], who will present the proposal on behalf of the partners. A preliminary description of roles within the partnership is required.

Kindly fill in the Online Proposal Submission Form available on the following web page http://www.bluemed-initiative.eu/start-up-actions/ by **15 July 2018**.

Kindly note that a given entity may only submit one proposal as Lead Coordinator, and that a given partnership may only submit one proposal.

Late applications will not be considered.

[3] An organisation/institute with administrative and financial autonomy.

Double funding

Applying entities will be required to declare that the activities conducted under their Start-up Action are not funded under another European scheme.

Conflict of interest

Individuals involved in the BLUEMED CSA, Advisory Board or other BLUEMED bodies may not submit an application. Their institutions/organisations, however, are not barred from participation.

4.3 Memorandum of Understanding

Every partnership will sign a Memorandum of Understanding and, if applicable, an IP agreement. Any modifications to the Memorandum of Understanding will require the approval of the Steering Committee.

5. Output

Every partnership will be required to submit a short report after every workshop/meeting.

The final feasibility or foresight study or pilot project, detailing the outcome of the Start-up Action and plans for future developments, will need to be submitted within three months from the last workshop/meeting.

It will include a section on the implementation of the study, including, if applicable, a business plan and/or information on any co-financing leveraged or sought. Dissemination activities will also need to be listed, e.g. materials produced (posters, brochures, giveaways, etc.), webinars/short on-line courses organised[4], etc.

6. Eligible Costs and Funding Procedure

Every partnership will be awarded an estimated budget of 32,000 Euros for the implementation of its Start-up Action.

This sum will cover costs related to:

a) The organisation of up to three meetings/workshops[5];

[4] The BLUEMED CSA project is willing to provide technical support for the production of dissemination material, including possible webinars or short and targeted online courses focusing on the results of the study/activities of the Start-up Action.

[5] A recommended format would be that of using Meeting 1 to assess the topic and establish the working methodology, Meeting 2 to provide an intermediate assessment of developments, highlighting any gaps and bottlenecks, as well as preliminary findings and Meeting 3 to fine tune and conclude the study.

b) The related travel and subsistence costs for the partners and invited experts.

The following restrictions apply:

Travel:

- Only economy class airline tickets up to a maximum of 400 Euros for European flights and second-class train tickets will be reimbursed.
- The use of one's personal car is not reimbursed.
- Taxies are not reimbursed.

Accommodation:

- Hotels up to 4* will be reimbursed up to a maximum of 175 Euros per room per night.

c) Costs related to the printing of dissemination material (reports, posters, brochures, giveaways, etc.) concerning the outcome of the Start-up Action.

Payments will be made on an ad hoc basis, by reimbursement of incurred expenses (receipts required).

7. Applicant Evaluation and Selection Criteria

7.1 Evaluation

The Start-up Action proposals will be evaluated and ranked by the BLUEMED CSA Consortium on the basis of the criteria and point system laid out in the table below. They will be awarded by the BLUEMED CSA Steering Committee.

7.2 Selection Criteria

Proposals will be assessed and ranked on the basis of the following criteria:

1. Excellence (20 points)	Proposals should be clear, coherent and realistic in terms of timelines and budgets. They will be assessed on their level of innovativeness, the quality of the partnership (qualifications, leadership, experience and variety of expertise), involvement of relevant/high-level stakeholders, and the methodology proposed.
2. Level of integration of BLUEMED concept and Mediterranean added value (10 points)	Proposals should clearly show their understanding of the BLUEMED concept and define the contribution they will make to blue growth in the Mediterranean. They will be assessed on the basis of their Mediterranean added value, their level of relevance to the improvement or implementation of the Goals

	of the BLUEMED SRIA, their multi-disciplinary dimension and their geographical scope.
3. Impact (10 points)	Proposals should have clear, defined objectives, leading to significant impact on blue growth in the Mediterranean region. They will be assessed on their level of uptake feasibility and sustainability over time, their ecological and social impact, their cost-effectiveness, as well as their plans for dissemination and leveraging of co-financing opportunities.

Other criteria that will be considered as strengthening the proposal are:

- A Coordinator under the age of 35
- Consideration of gender issues (in team and research content)

8. Contact point

For further information please contact: startupactions@bluemed-project.eu

ANNEX 2 – SUBMISSION FORM

Call for Start-up Actions

Proposal Submission Form

Please keep proposals short: max. 10 pages (including existing titles and instructions, using the present fonts and font size).

The Terms of Reference can be retrieved from the following web page:
http://www.bluemed-initiative.eu/wp-content/uploads/2018/05/BLUEMED-SuA_ToR.docx

1. Title (and optional abbreviation/acronym)

2. **Keywords**

3. Abstract (max. 400 words)

4. **Applicants & their affiliation(s)**

*[Please list individuals below, indicating their role in the activity and the legal entities employing them. Please note: proposals need to be submitted by a chosen Coordinator on behalf of at least three legal entities from at least two different EU Member States **and** one legal entity from a non-EU state, i.e. a minimum of four partners.]*

[Please also fill in the summary table below, adding any rows as required]

Applicant	Country	Organisation	Role	Contact details
			Choose an item.	
			Choose an item.	
			Choose an item.	
			Choose an item.	
			Choose an item.	

5. **Contact person(s)**

[Please specify contact email address(es) and telephone number(s) of the person(s) to whom any questions should be addressed and who should be informed of the outcome of the call]

6. Description of partners and partnership

7. Foreseen participants (<u>other</u> than those listed under Section 4)

[Applicants are expected to invite experts to participate; please refer to Terms of Reference for details]
[Please fill in the indicative table below, adding any rows as required]

Name	Organisation	Country	Contact details	Participation status
				Choose an item.
				Choose an item.
				Choose an item.
				Choose an item.
				Choose an item.
				Choose an item.
				Choose an item.
Total number of participants (other than those already listed under Section 4):				
Total number of participants (including those listed under Section 4):				

8. Description of Topic, Objectives, and Outcomes

[Well-defined and structured outcomes are required (e.g. feasibility or foresight study, business plan, report)]

9. Relevance to BLUEMED Objectives and Priorities[6]

10. Concept and Methodology

[6] Kindly refer to the BLUEMED Strategic Research and Innovation Agenda: http://www.bluemed-initiative.eu/wp-content/uploads/2017/09/BLUEMED-SRIA_Update_final.pdf

11. Ambition and Impact

12. Links/synergies/added value with respect to existing programmes or projects

13. Tentative programme/schedule and timeline[7], including date(s), preferred venue(s) and hosting organisation(s)

[Activities should preferably be carried out in 2018-2019. Please justify any exemption request below.]

[7] If you wish to include a Gantt Chart, kindly include it here.

14. **Budget description**

[Kindly fill in the tables below.]

Tentative budget	
Travel Costs	
Subsistence Costs	
Costs related to the organisation of the meetings/workshops (venue, equipment, catering)	
Dissemination material[8]	

Other potential funding[9]			
Amount	Funding Source	Level of Funding	Status
		Choose an item.	Choose an item.
		Choose an item.	Choose an item.
		Choose an item.	Choose an item.

[8] Please refer to Terms of Reference for eligible costs.

[9] Kindly include any In-kind Contributions here (e.g. a free meeting venue).

ANNEX 3 – GUIDELINES FOR THE EVALUATORS

START-UP ACTIONS
Call for Applications for Strategic Start-up Actions on Blue Growth in the Mediterranean
Proposal Evaluation Guidelines

Background information

By the terms of the Call for applications for "Start-up Actions" opened under the BLUEMED CSA project on 15 May 2018, applicants were required to set up a partnership of at least four (three partners from two different EU countries and one partner from a non-EU country) with a view to conducting a series of activities (max. three workshops/networking meetings) leading up to a feasibility, foresight or pilot study on topics that are crucial to blue growth in the Mediterranean. Up to four successful Start-up Actions will be awarded up to 32,000 euros for this purpose. All terms and conditions governing the Call are set out in the Terms of Reference.

The Call closed on 15 July 2018. 27 proposals were submitted before the deadline via the online portal.

Evaluation Process

The Evaluation process is divided into three steps: A) Eligibility Check; B) Evaluation and Ranking; C) Selection and Award.

An **Evaluation Management Group** with members from seven of the BLUEMED CSA partner countries and coordinated by the Malta Council for Science and Technology (MCST) was set up to carry out the Eligibility Check and administer the evaluation process.

A pool of **Expert Evaluators** was also established by the BLUEMED CSA partners for the second stage of the above process.

The **BLUEMED Steering Committee** will receive the evaluators' feedback and the ranking established by the Evaluation Management Group on the basis of the evaluations, and confirm the final selection.

A. ELIGIBILITY CHECK (Evaluation Management Group)

The following formal requirements must be complied with, for the proposal to proceed to the evaluation stage:

- Applications must have been sent no later than the deadline for submitting applications (15 July 2018);
- Applications must have been submitted by filling the Online Proposal Submission Form (http://www.bluemed-initiative.eu/start-up-actions/);
- The partnership applying for a Start-Up Action must be composed of at least four
  legal entities: three from at least two different EU Member States and one from a non-EU State;
- The partners have to be entities that are active in fields related to blue growth and the blue economy, e.g. Marine or Maritime Institutes, University Departments or equivalent, Research Centres, Government bodies or agencies,

Local Councils, private enterprises, SMEs, Foundations, or Non-Governmental Organisations;

- A budget breakdown must be provided;
- A timeline of the activity implementation must be provided;
- Applications are not to be funded under another European Scheme for the same activities;
- A given entity may only submit one proposal as Lead Coordinator and a given partnership may only submit one proposal;
- Individuals (not their institutions) involved in the BLUEMED CSA, Advisory Board or other BLUEMED bodies may not submit an application. If they do, the application will be excluded.

Failure to comply with these requirements will lead to the rejection of the application.

B. EVALUATION AND RANKING (Evaluators and Evaluation Management Group)

Every proposal will be reviewed by two evaluators from the above-mentioned pool. In order to avoid any conflict of interest, evaluators will ideally not be from the same country as the proposal coordinator, nor will they be affiliated to the same organisation.

Applicants must have the operational capacity required to implement and complete the proposed activity, i.e. the professional competencies as well as the administrative capacity. Applications will be reviewed on the basis of the following criteria:

1. *Excellence criteria (max: 20 points):*
   - Clear, coherent and realistic in terms of actions and timelines (4 points);
   - Level of innovativeness (4 points);
   - Quality of the partnership (qualifications, leadership, experience and variety of expertise) (4 points);
   - Involvement of relevant stakeholders (i.e. stakeholders representing all pertinent disciplines) (4 points);
   - Methodology (effectiveness and rationality, organisation and management structure, feasibility or foresight study, business plan, monitoring of progress, adequate risk management, distinct relevant, coherent and realistic results/outcomes and reports,…) (4 points).

2. *Level of integration of BLUEMED concept and Mediterranean added value (max: 10 points):*
   - Clear understanding of the BLUEMED concept and definition of contribution proposal will make to Blue Growth in the Mediterranean (2 points);
   - Mediterranean and European added value (strategy for synergies, links to existing projects, potential outreach to non-EU countries, etc. (2 points);
   - Level of relevance to the improvement or implementation of the Goals of the BLUEMED SRIA (e.g. innovation, demonstration, capacity to involve and promote dialogue and cooperation with stakeholders, transferability of results, etc.)
     (2 points);

- Multi-disciplinary dimension (e.g. a proposal on aquaculture technology that also takes into account the social and ecological dimensions of the issue) (2 points);
- Geographical scope (ideally the Start-up Actions should be of added value to the entire Mediterranean region) (2 points).

3. Impact criteria (10 points):

Proposals should have clear, defined objectives leading to significant impact on Blue Growth in the Mediterranean region.

- Level of uptake feasibility and sustainability over time (3 points);
- Cost effectiveness, e.g. consistency with the technical proposal, feasibility of proposed actions in terms of availability of resources and coherence with the proposed timetable, quality and clarity of the budget and consistency with the proposed actions, allocation of resources in the relation of the expected outcomes (3 points);
- Ecological and social impact (2 points);
- Plans for dissemination and leveraging of co-financing opportunities (2 points).

Additional Criteria that will be considered as strengthening the proposal are:

- A Coordinator under the age of 35;
- Private sector representation in the partnership (for example involve a private enterprise or SME as Co-Lead);
- Consideration of gender issues (in team and research content);
- Ethical considerations in the application.

These criteria will be used in the final selection, in the case of projects with equal ranking. Evaluators are kindly requested to mark them in the relevant section of their Score Sheets.

C. SELECTION AND AWARD (Evaluators and BLUEMED CSA Steering Committee)

The maximum points that can be attributed to a proposal are 40.

A maximum of four Start-up Actions will be funded.

Proposals have to reach the minimum quality threshold (50 % of the maximum possible score) for each criterion. Moreover, proposals that, following the evaluation process, do not reach a global score of at least 25 points will not be considered for funding.

Proposals will be ranked according to a compromise score agreed upon by the two evaluators. The two evaluators will hold a meeting by remote conferencing for this purpose.

The financial contribution, as set out in the Terms of Reference, will be awarded to the highest ranked proposals provided they have passed the minimum threshold of 25 points.

Should projects obtain equal final scores and rankings, then the Additional Criteria mentioned above will be used to determine the awardee.

***

ANNEX 4 – SCORE SHEET FORM

Summary - Sheet

blueMed	BLUEMED START-UP ACTIONS Call for Applications for Strategic Start-up Actions on Blue Growth in the Mediterranean - Evaluators' Score Sheet	
Proposal	Proposal Title	Proposal ID Number
	Name of Contact Person	Email of Contact Person
Evaluator	Name of Evaluator	Affiliation
Remarks		
Total Score	0.00	
Other Criteria to be considered in the event of equal ranking (Coordinator under 35; Private sector as Co-Lead; Gender considerations; Ethical considerations)		
Marking Guide		
Non-existent	None of the aspects of the requirement are met.	No marks for score in section
Weak	Multiple important aspects of the requirement are missing and the provided explanation is not convincing.	. . . . . .
Good	All important aspects are present and the provided explanation is convincing.	
Excellent	There is added value to all the important aspects, which is described in great detail.	Full marks for score in section
		Go to Next Form>> Excellence

Excellence - Sheet

BLUEMED START-UP ACTIONS
Call for Applications for Strategic Start-up Actions
on Blue Growth in the Mediterranean - Evaluators' Score Sheet

Proposal Title	Proposal ID Number	Name of Contact Person	Email of Contact Person
0	0	0	0

1) Clear, coherent and realistic proposal in terms of actions and timelines (max: 4 points)	
Score	Justification

2) Innovativeness of proposal (max: 4 points)	
Score	Justification

3) Quality of the partnership (qualifications, leadership, experience and variety of expertise) (max: 4 points)	
Score	Justification

4) Involvement of relevant stakeholders (max: 4 points)	
Score	Justification

5) Methodology proposed (effectiveness and rationality, organisation and management structure, feasibility or foresight study, business plan, monitoring of progress, adequate risk management, distinct relevant, coherent and realistic results/outcomes and reports) (max: 4 points)	
Score	Justification

Total Score	0.00

Go to Next Form>> Integration...

BLUEMED START-UP ACTIONS
Call for Applications for Strategic Start-up Actions
on Blue Growth in the Mediterranean - Evaluators' Score Sheet

Proposal Title	Proposal ID Number	Name of Contact Person	Email of Contact Person
0	0	0	0

1) Clear understanding of the BLUEMED concept and definition of the contribution the proposal will make to Blue Growth in the Mediterranean (max 2 points)	
Score	**Justification**

2) Mediterranean and European added value (strategy for synergies, links to existing projects, potential outreach to non-EU countries) (max 2 points)	
Score	**Justification**

3) Level of relevance to the improvement or implementation of the Goals of the BLUEMED SRIA (as innovation, demonstration, capacity to involve and promote dialogue and cooperation with stakeholders, transferability of results) (max 2 points)	
Score	Justification

4) Multi-disciplinary dimension (max 2 points)	
Score	Justification

5) Geographical scope (ideally proposals submitted to cover all EU Member states and integrating to the whole Med) (max 2 points)	
Score	Justification

Total Score	0.00

Go to Next Form>> Impact

BLUEMED START-UP ACTIONS
Call for Applications for Strategic Start-up Actions
on Blue Growth in the Mediterranean - Evaluators' Score Sheet

Proposal Title	Proposal ID Number	Name of Contact Person	Email of Contact Person
0	0	0	0

1) Level of uptake feasibility and sustainability over time (max 3 points)	
Score	Justification

2) Cost effectiveness, consistency with the technical proposal, feasibility of proposed actions in terms of availability of resources and coherence with the proposed timetable, quality and clarity of the budget and consistency with the proposed actions, allocation of resources in the relation of the expected outcomes (max 3 points)	
Score	Justification

3) Ecological and social impact (max 2 points)	
Score	Justification

4) Plans for dissemination and leveraging of co-financing opportunities (max 2 points)	
Score	Justification

Total Score	0.00

Annex 5 - Evaluators Agreement for Service

AGREEMENT FOR SERVICE

between

BLUEMED CSA

and

[Name of Evaluator]

_____

Evaluation services in relation to

Call for Applications for Strategic Start-Up Actions on Blue Growth in the Mediterranean under the Horizon 2020 BLUEMED CSA project
(Grant Agreement No. 727453)

Agreement for Service

By virtue of this Private Agreement which is being drawn up for all intents and purposes of law, there appear

On the first part:

BLUEMED CSA as herein represented by the BLUEMED Coordinator Dr. Fabio Trincardi (hereinafter referred to as "the Coordinator")

And on the second part:

Name (Identification Number) (hereinafter referred to as the '**Evaluator'**)

the Coordinator and the Evaluator shall collectively be referred to as the "Parties".

WHEREAS the Coordinator wishes to obtain professional services to fulfil the functions hereinafter described;

AND WHEREAS the Evaluator has the necessary skills and experience to provide such professional services;

NOW THEREFORE THIS AGREEMENT WITNESSETH that, in consideration of the mutual covenants and contracts herein contained and subject to the terms and conditions hereinafter set out, the parties hereto agree as follows:

Article 1.00 - Scope of engagement

1.01 The Coordinator hereby agrees to engage the Evaluator and the Evaluator agrees to provide the following services (hereinafter referred to as "**Services**") for the Coordinator:

- Provide a scientific opinion on the feasibility of any proposals submitted to the Coordinator by applicants in relation to the Call for Applications for Strategic Start-Up Actions on Blue Growth in the Mediterranean (hereinafter referred to as "Call for Start-up Actions") under the Horizon 2020 BLUEMED CSA project (Grant Agreement No. 727453).
- Participate in consensus meetings via remote conferencing.

Article 2.00 - Responsibilities of the Evaluator

2.01 The Evaluator shall perform the Services under the direction of the Coordinator and in accordance with the terms and conditions of this Agreement.

2.02 It is hereby being agreed that the evaluation of all projects assigned to the Evaluator shall be completed within fifteen (15) days of receipt unless otherwise notified in writing, and expressly approved by return mail by the Coordinator.

2.04 The Evaluator shall be responsible to report to the Coordinator Chairman or his duly authorised representative and agrees to perform the Services under the direction of

the Coordinator throughout the term of the Agreement.

Article 3.00 - Term and Termination

3.01 This Agreement may be signed separately and each signatory shall signify the date of signing near his signature. This Agreement shall come into force on the date on which the final signature will be made. This Agreement shall run until the 31st March 2020.

3.02 The Coordinator may without fault or liability and at any time terminate this Agreement forthwith. On the other hand, the Evaluator may terminate this Agreement by giving five (5) days' notice in writing to the other party. In the event of any termination for whatsoever reason, the Evaluator shall be bound to promptly deliver to the Coordinator the work and relative documentation that will have been done by the Evaluator up to the date of termination.

3.03 Prior to the date of expiration or termination of this Agreement, the Evaluator shall deliver to the Coordinator all and any materials produced by the Evaluator.

Article 4.00 - Warranties

4.01 The Evaluator represents and warrants that he/she is suitably qualified and experienced for the purposes for which he/she is required by the Coordinator and that he/she shall execute the Services with the degree of diligence expected from a resource in the business of providing similar services.

4.02 The Evaluator represents and warrants that he/she shall execute the Services in accordance with the terms of this Agreement and shall not infringe upon nor violate the applicable European Union law as currently in force.

4.03 The Evaluator represents and warrants that he/she is not under any pre-existing obligation in conflict or in any way inconsistent with the provisions of this Agreement.

4.04 The Evaluator represents and warrants that he/she will not act in any manner to the prejudice of the Coordinator and, if necessary, he/she shall assist the Coordinator in good faith in the presentation, prosecution or litigation of any disputes, differences, claims or complaints by any third party against the Coordinator.

4.05 The Evaluator warrants that he/she shall abide by the Coordinator's policies and procedures at all times.

4.06 The Evaluator further warrants that the above warranties will be true and accurate throughout the term of this Agreement.

Article 5.00 – Conflict of Interest

5.01 In the event that the Evaluator shall have a direct or indirect connection or a conflict of interest with a report submitted for evaluation, the Evaluator must bring this to the attention of the Coordinator by means of a notice in writing as soon as he/she

becomes aware of such fact and in any event by no later than two (2) days of becoming so aware.

5.02. The Coordinator reserves the right to request the Evaluator not to undertake the evaluation of a particular report in the case of a conflict of interest and a decision by the Coordinator that there may be sufficient ground to give rise to a conflict of interest shall be conclusive and final.

Article 7.00 - Ownership and Rights

7.01 The Evaluator hereby irrevocably assigns to the Coordinator all rights, titles and interest in tangible and/or intellectual property, whether written or machine readable, produced by the Evaluator for the Coordinator under this Agreement.

7.02 The Evaluator shall not have the right to use any data, documents, reports, works or other property referred to in the preceding clause for his own purposes without obtaining the prior written consent of the Coordinator.

7.03 Any material and documentation presented to the Evaluator by the Coordinator in connection with this Agreement shall remain the exclusive property of the Coordinator.

Article 8.00 - Confidentiality

8.01 The Coordinator and the Evaluator shall at all times keep confidential any information which may be acquired in relation to the affairs of the other party or in relation to this Agreement and shall not communicate or divulge such information, whether directly or indirectly except with the consent of the other party, to the extent permitted by law or whether through no fault of that party the information becomes public domain. The provisions of this clause shall survive termination of this Agreement for any cause whatsoever.

8.02 The Evaluator agrees to be bound by the Confidentiality Declaration attached as Appendix 1 and any other agreement deemed necessary by the Coordinator regarding the confidentiality and protection of information to be accessed by or disclosed to the Evaluator during the term of this Agreement.

Article 9.00 - Notices

9.01 Any notice or other communication required to be given under this Agreement shall be in writing and served personally, or transmitted by electronic mail or sent by post to the addresses contained in Article 10.02 hereunder or to such other addresses as may from time to time be notified by the Parties. Any such communication or notice, shall be deemed to be received by, or served on, the addressee Party:

(i) If delivered by hand, at the time when the same is left at the address of the addressee Party;
(ii) If sent by post, on the fifth (5th) day after the date of posting; or
(iii) If sent by email, on the received date stamp of the email.

9.02 Any notice or other communication required to be given under this Agreement shall

be addressed as follows:

(i)Communication to the Coordinator:
bluemed@cnr.it

(ii) Communication to the Evaluator:
<include address>
Tel:

In any event where the Evaluator makes any request to the Coordinator and does not receive any reply within five (5) days from the date of deemed receipt of such request, then the Evaluator shall deem such absence of a reply on the part of the Coordinator to constitute a refusal of the request.

Article 10.00 - Independent Resource

10.01 The Evaluator is not an employee of the Coordinator and shall not hold himself out to be an agent or employee of the Coordinator but shall be treated for all purposes as an independent Evaluator.

Article 11.00 - Assignment

11.01 Neither party shall, without the prior written consent of the other party, assign or otherwise transfer all or any of the obligations undertaken pursuant to this Agreement. Any attempted assignment or transfer in breach of the provision of this clause shall be null and void.

Article 12.00 - Waiver

12.01 The waiver of any term or condition contained in this Agreement by any party to this Agreement shall not be construed as a waiver of a subsequent breach or failure of the same term or condition or a waiver of any other term or condition contained in this Agreement.

Article 13.00 - Amendment

13.01 The Agreement may be amended as necessary with the mutual consent of both parties. The amendments shall be executed in writing, dated and signed by the Coordinator and the Evaluator, and attached to the Agreement.

Article 14.00 - Entire Agreement

14.01 This Agreement, together with the Appendices and any other agreement to be executed concurrently herewith, contain all the terms and conditions agreed upon by the parties relating to the subject matter and supersedes any and all prior and contemporaneous agreements, negotiations, correspondence and understanding and communications of the parties, whether oral or written, respecting the subject matter herein.

Article 15.00 - Governing Law and Jurisdiction

15.01 The Agreement is governed by the applicable European Union law, supplemented if necessary by the law of Belgium.

15.02 If a dispute concerning the interpretation, application or validity of the Agreement cannot be settled amicably, the General Court – or, on appeal, the Court of Justice of the European Union – has sole jurisdiction. Such actions must be brought under Article 272 of the Treaty on the Functioning of the EU (TFEU). If a dispute concerns administrative or financial penalties, offsetting or an enforceable decision under Article 299 TFEU (see Articles 44, 45 and 46), the beneficiaries must bring action before the General Court – or, on appeal, the Court of Justice of the European Union – under Article 263 TFEU.

Article 16.00 - Supervening Illegality and Severance

16.01 If any term or provision of this Agreement is held to be illegal or unenforceable, in whole or in part, under any enactment or rule of law, such term or provision or part thereof shall, to that extent, be deemed not to form part of this Agreement and the validity and enforceability of the remainder of this Agreement shall not be affected.

Article 17.00 - General

17.01 Headings to the articles of the Agreement are for ease of reference only and shall not affect the interpretation or construction hereof.

17.02 The singular shall include the plural and vice-versa. Definitions may be used in the singular or in the plural.

Article 18.00 – Data Protection

18.01 Each party hereby undertakes to comply with any and all provisions of the General Data Protection Regulation as applicable, and as may be amended from time to time.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed. Each party warrants and represents that its respective signatories whose signatures appear below have been and are on the date of signature duly authorised to execute this Agreement.

BLUEMED Coordinator
Fabio Trincardi

Evaluator
[NAME of Signatory]

01. I the undersigned hereby declare that I agree to professionally review and evaluate the proposal/s submitted by the Beneficiaries of the Call for Start-up Actions and forwarded to me by the Coordinator and to produce a scientific opinion on the feasibility of the said proposals (hereinafter referred to as the "Task"). By making this declaration I confirm that I have familiarised myself with all information available to date regarding the Call for Start-up Actions.

02. I acknowledge that the content of all proposals submitted by the Beneficiaries of the Call for Start-up Actions and all information disclosed to me relative to the same even in an informal manner, the content of all discussions, data, documentation, plans, projections, indications, opinions, write-ups, materials, statistics, personal data and any other information transmitted or in any manner conveyed or exchanged between the Parties shall be deemed, treated and considered to be Confidential Information and I declare that I shall treat as secret and confidential all information which is disclosed to me within the framework of the Call for Start-up Actions.

03. I furthermore declare that I shall not make use of and shall not divulge to third parties this Confidential Information, nor shall I make use of nor divulge to any third parties any and all facts, information knowledge, documents or other matters communicated to me or brought to my attention in relation to the Agreement for Service, or any results arising therefrom.

04. For the avoidance of doubt, I shall not make use of, allow the use, or cause third parties to use any information, knowledge, document or other matters communicated to me or brought to my attention in terms of the Agreement for Service, or any results arising therefrom for the registration of any intellectual property rights, including patents.

05. Furthermore, I shall keep safe in the same manner and with the same degree of diligence that I would items belonging to me, all documentation, project proposals, project application forms, information and any other material forwarded to me for the carrying out of the Task.

06. I shall continue to be bound by this undertaking for a period of five (5) years after the expiry of the Agreement for Service.

07. I shall use all Confidential Information disclosed to me solely in connection with the performance of the Task and not for my own benefits or the benefit of any third party.

09. Confidential Information shall not be disclosed to any employee of the Evaluator or expert unless they agree to execute and be bound by the terms of this Declaration.

Name _____

Date _____

Annex 6 – Outcome of Evaluation Final Ranking

Proposal ID number	Proposal Title	RANKING
40	Mediterranean Safety Network (SEALINES)	**1**
34	Feasibility study of an ecosystem-oriented plant for sediments management in Mediterranean ports and marinas (ECOMEDPORT)	**2**
23	Developing a Labelling Scheme for Mediterranean Small-scale and Artisanal Fish Products (LabMAF)	**3**
37	Foresight on cruise and recreational boating, their potential for transition towards a blue economy in the Mediterranean and associated environmental challenges (BlueBoatsMed)	**4**
48	Building up a solution to the waste management crisis and engaging the youth in building the Lebanese blue economy	5
47	Sustained observations from Research Vessels and Ships of Opportunity for the Mediterranean Blue Economy (BlueMed-SHIP)	6
28	Supporting sustainablE growth of the Blue Bioeconomy with spAtially explicit MANagement STRategy Evaluation (SEAMANTRA)	6
20	Feasibility Study for Virtual Pipelines for LNG Supply in the Mediterranean (LNGMED)	7
31	Blue products and services with an integrated use of aquatic by-products and waste: Toward establishing transnational start-ups	8

38	Aquaculture meets Remote Sensing: Space in support of Marine Surveillance	9
29	Feasibility of the use of IoT technologies for the telemetrical monitoring of environmental quality for the improvement of coastal zone management in the Mediterranean using coastal cage aquaculture as a case study (Med-IoT)	9
39	science based oPerational Oceanography solutions for blue groWth in a climatE changing enviRonment (POWER)	9
30	Risk Mitigation and Adaptation to Climate Change of Tourist Destinations: Cross-Sector Approaches to re-define sustainable tourism in the Mediterranean (RICLIMED)	10
21	Blue-Yellow-Green Mediterranean (BYG MED)	11
32	Services in the field of nautical tourism (SENATOUR)	12
25	Tackling land-based emerging pollution in the marine environment to sustain blue economy	12
36	Biological and Economic Observatory for Fisheries in the Mediterranean sea (BiOFishMed)	BT
19	From best practices to decision-makers to preserve the underwater Cultural Heritage in the Mediterranean Sea (SubMED)	BT
42	Governance of Green and Blue Growth in the Mediterranean environment	BT

	– a North-South Collaboration	
22	BlueGrowth	BT
24	Consumption of Aquafarmed Mediterranean bivalves for better athletic Performance (CAMP)	BT
27	ECHOFARM: Sustainable marine resources & ecoacoustics	BT
26	Assessment of the potential use of Sardinian TRAPs as source of fertilized eggs to support the TUNA aquaculture industry in the Mediterranean (TRAP-TUNA)	BT
45	MArine Toxins for Translational European Research (MATTER)	NE
43	Cluster for Development of Advance Platform Technology for Seafarming	NE
18	Development of the competition and transparency in the fish wholesales market and reducing of the illegal and informal distribution channels (routes)	NE
41	The Cluster approach for a Blue Growth in the South Mediterranean area	NE

BT = Below Threshold

NE = Not eligible (Non-Compliance with Terms of Reference)

Annex 7 – Reporting Template

Annex 2

Coordination and Support Action

Horizon 2020 - BG-13-2016
Grant Agreement 727453

"Start-up Action Meeting (Insert Title of Start-up Action)" (Insert partnership agreement number)

(Insert meeting date and number)

Submission date: dd-mm-yyyy

Author:
Coordinator:

Start-up Action Title	
Coordinator (Lead Partner)	
Partnership Agreement No.	
Contact Person/s	
Contact Details	
Report Nr.	

CONTENTS

DESCRIPTION OF EVENT

Insert here a brief summary / abstract of the event (maximum 1500 words).

SCOPE

Explain to which extent the Start-Up Action idea has been developed and how it will contribute to the overall progress of the action and the development of a new vision for the Mediterranean according to the BLUEMED SRIA.

Description of event and Scope within five pages.

OUTCOME

Insert here any conclusions reached at this meeting and tentative points for the agenda of the next meeting or final report.

EVENT DATA

Please justify any changes with respect to the information provided in your Proposal Submission Form.

Kindly fill in the table below.

Meeting date and duration	
Venue	
Country	

Participants				**Organization Type/Designation (tick one column, if other please define)**			
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**
1.							
2.							
3.							
4.							
5.							
6.							
7.							

8.							
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10.							
11.							
12.							
13.							
14.							
15.							

Total Male		**Total by Organization Type/Designation (sum-up the above)**			
Total Female		**Academia**	**NGO**	**Private Enterprise**	**Other**
Total					

FINANCIAL REPORT

Fill in below table accordingly. All claims should be in the Euro € currency. Eligibility criteria of costs and funding procedure is described in terms of reference document under section 6.

Category	**Item**	Value
V	**Total Venue expenses**	
T	**Total Travel expenses**	
S	**Total Subsistence expenses**	
A	**Total Accommodation expenses**	
D	**Total of Dissemination expenses**	
	Total Expenses	

List of expenses	Item description	Quantity	Value	Category
1.				
2.				
3.				
4.				
5.				
6.				
7.				
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Annex 8 – SUAs Meeting Reports


European
Commission

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Annex 2

Coordination and Support Action

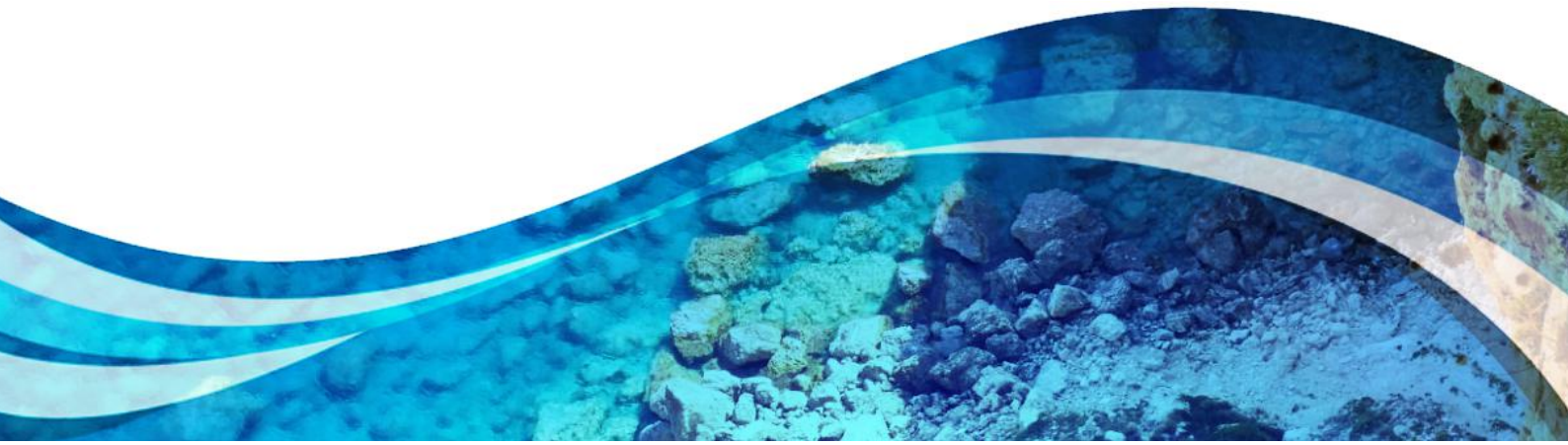
Horizon 2020 - BG-13-2016
Grant Agreement 727453

"Start-up Action Meeting (LabMAF)" (Bluemed_SUA_001)

(Meeting #1, Ljubljana, 15-16 May 2019)

Submission date: 14-06-2019

Authors: Alicia Said, Marta Cavalle and Jerneja Penca
Coordinator: Jerneja Penca



Start-up Action Title	Developing a Labelling Scheme for Mediterranean Small-scale and Artisanal Fish Products (LabMAF)
Coordinator (Lead Partner)	Jerneja Penca
Partnership Agreement No.	Bluemed_SUA_001
Contact Person/s	Jerneja Penca
Contact Details	jerneja.penca@emuni.si
Report Nr.	1

CONTENTS

DESCRIPTION OF EVENT

Insert here a brief summary / abstract of the event (maximum 1500 words).

The first meeting was held in Ljubljana, Slovenia. The meeting followed consultations among the partners of the consortium held via email exchanges and conference calls in the period between the award of the project and the 1st meeting. These exchanges allowed the consortium to define the course taken for the development of the project, and to select a date of the meeting to suit all the consortium members. Particularly significant was a long conference call held between all the partners on Tuesday, 26.2.2019, at 10 CET (9 Portugal, 11 Lebanon). The agenda of this conference call was:

1. Lengthier presentation of partners.
2. Discussion about the objective of the project / motivation for participation.
3. Thorough discussion of the evaluators' comments.
4. Plan of work.
5. Discussion on invited speakers.
6. Agenda and preparation for meeting.

Immediately after, the invited speakers were informed and encouraged to make their travel arrangements early to save on the travel cost. All other organisational aspects were also being taken care of.

The meeting took place on 15-16 May in Ljubljana, with guests coming on the 14th in the afternoon (drinks were organised that evening and a project dinner on 15th). Informally (without the impact on the project budget), some experts visited the coast on the morning after the project's end to gain an impression of the subject of the study - small-scale fishers situation in Slovenia.

The meeting was split into three parts: (i) Mapping Initiatives; (ii) Analysing benefits and challenges of initiatives (iii) Taking the project forward. In what follows is a description of the scope of the meeting, followed by a synthesis of the outcomes.

SCOPE

Explain to which extent the Start-Up Action idea has been developed and how it will contribute to the overall progress of the action and the development of a new vision for the Mediterranean according to the BLUEMED SRIA.

The LabMAF was designed and set off in line with the vision of the SRIA for "a healthy, productive and resilient Mediterranean Sea that is better known and valued" and a number of other objectives enshrined in the SRIA, including the development of the full potential of the marine sectors, structuring transnational cooperation, creation of jobs in the marine sector, improving the social wellbeing and environmental status of the region. The idea of LabMAF is to highlight that segment of the fishing industry, which has a record of minimising the

environmental impact and contributing to social wellbeing, including generating a number of jobs, and award those practices by providing them extra visibility and value.

The LabMAF consortium promotes artisanal and small scale fishers not per se, but in so far as they promote the fishing practices that a number of us, scientists in the group, believe are environmentally sustainable and promising from the social point of view. We reiterated a statement: "Not all small-scale fisheries are good and not all industrial scale fisheries are bad." We wish to implement a positive vision for fishing in the Mediterranean.

In terms of the SRIA, we address most directly the goal "B1". However, instead of "*Developing* optimal fishing strategies, technologies and practices", we might be *promoting* the ones that already exist. We have set off to address (and the meeting has confirmed) the actions:

- B1.2 Develop best methods to integrate the use of by-products and by-catch from fisheries and aquaculture in the production chain (the use of low-value species is a major issue in the promotion of SSF catch)
- B1.5: Ensure better valorisation of fisheries products through, inter alia, the promotion of research and development in matter of innovative post-harvest conservation and preservation systems (post-harvest marketing, delivery and processing are among the key challenges to be tackled by the SSF initiatives)

We have also identified a number of direct interplays with the actions within the tourism goal within the Economy enablers (C1 and C2).

The scope of LabMAF is to hold 3 meetings between the Consortium partners and invited experts to bring together various experiences with a view of developing a feasibility study on how to advance market recognition of the SSF's contribution to sustainability, wellbeing and food security.

The aim of the first LabMAF meeting was to map various local or regional labelling initiatives that increase the visibility of small-scale fisheries products. The meeting was organized with the intention of bringing together a disciplinary and geographically diverse group of experts, within the scope of the budget. The group consisted of marine biologists, economists, anthropologist, market researchers, legal scholars, in their role as representatives of the academia, as well as NGOs, governmental administration (civil service) and fishers' organizations.

The definition of the vision that the LabMAF should pursue through its feasibility analysis was discussed at length. The definitional process resurfaced a contrast, and a potential conflict, between the objective of globalizing artisanal fisheries and localizing consumption and production. These are diverse objectives that are not necessarily met with one action or at the same time. The process also reminded us of the need to reiterate the good practices (usually/often) conducted

by small-scale fisheries rather than promote them uncritically. These practices or aspects are low environmental impact, ecosystem approach, concern for social justice and local benefits and protection of cultural heritage. The size of the fishing boat per se is not an indicator of the desirability of the type of fishing that is defended or promoted via LabMAF.

The ultimate guiding question of the project was formulated as: **How can the visibility of low-impact small-scale fisheries products be increased with the aim of engendering a socially, economically and environmentally sustainable small-scale sector in the Mediterranean?**

The group concurred that the need for the project is to discuss both the feasibility strategies in their Mediterranean framework, but also the ultimate framework within which such strategies should be launched. In other words, we need to rethink why we are devoting our attention to these strategies.

The goals, within which we frame our task, include the globally agreed Sustainable Development Goals (SDGs) and Aichi Biodiversity Targets (ABTs), within which there has been renewed attention to fisheries, as well as the EU Blue Growth agenda, which is focusing on creating jobs. This comes at the times of the overall increased attention to social aspects of fisheries in scientific and management advice (e.g. within ICES), and a governing consensus for the need to minimize environmental impact of fisheries. Finally, the market signals a growing consumer awareness and search for ethical products. It is recognized that there is a lack of distinction regarding products provenience, quality, fishing gear, and socioeconomic impact on producers, including their jobs and well-being. Some market sectors and governance areas have witnessed a higher sense of responsibility in than fisheries. Thus, through this project we shall identify the ways to achieve a similar momentum within the fisheries context.

The first step in devising a strategy is to understand the ongoing initiatives and the contexts in which they operate. Through group work and discussions, we have listed and discussed various elements that are being or could be addressed by the SSF initiatives. These are listed below. While they span over social, environmental, economic or governance dimensions, we have not separated among them as many are overlapping. We have performed this exercise to highlight the multiplicity of factors that we are operating with, and multiple objectives that we are trying to achieve by the task of “increasing visibility of the SSF products.” We have deconstructed a seemingly one-dimensional objective.

List of possible objectives:

- Increase visibility of fresh products
- Increase visibility of wild products (capture fisheries vs. farmed products)

- Increase visibility of products caught by a socially vulnerable group (fishers that operate independently)
- Improve the value of species that are underutilized
- Promote seasonality of the product
- Improve transparency (provide information to the consumer)
- Demonstrate the appreciation for fisheries communities
- Support self-organisation and community cooperation
- Support private initiative of individual fishers/NGOs/cooperatives (vs. using public funds)
- Support short-value chains (direct purchase, as few intermediaries as possible)
- Support short-value / local chains (as few kilometres as possible)
- Support value chains that benefit the local population
- Improve the revenue of the fishers
- Secure stability of the price for the fishers
- Increase investment in the local community
- Support traditional ways of fishing to preserve knowledge of them
- Support a profession that is dying out (to increase its attractiveness to the younger generation)
- Improve food sovereignty (no dependence on exports)
- Support fishing methods that have low bycatch or operate with an ecosystem approach
- Support species that are underused (diversify the species catch)
- Promote the value of co-management (as participation,
- Promote the profession of a fisher and increase its profitability

Based on what emerged to be the most important criteria, we sought to understand the variety of initiatives that are operating in the Mediterranean. We listed them with full awareness that each country has their own legal specificities that determine the selling of the products. For example, direct selling is not allowed in all the countries or has limitations. In some countries, auctions are obligatory, in others not; still in others, the auction serves only for statistical purposes only. Significant differences emerge with regards to the access to fishing rights of small-scale fishers vis-à-vis large-scale fishers, recreational fishers and other users of the sea. The interplay between the access to fishing rights and the power on the market is significant; one feeds into the other.

The role of co-management was discussed in the group as an element to be promoted to the policy-makers and consumers. Co-management as a form of participation and sharing of power in decision-making is both a tool towards the type of fisheries that are promoted and objective in itself. There remains a challenge of including it into market initiatives, especially due to the multi-governance systems within which markets operate.

Between now and the next meeting we wish to synthesise, write down and disseminate what was presented at the meeting. This will result in a description of initiatives within the various criteria. We would contract a graphic designer to turn the output into an attractive shape to convey the message to the targeted audience. A sample / rough outline is offered below. Many more initiatives will be added.

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Name of the initiative	Location	Short description	Product type: • Fresh/frozen • Caught/farmed	Length of supply-chain: Municipality/regional/national level	Length of supply chain: Direct sale / Intermediaries	Funding and ownership: • Private/public • Project/ongoing	Diversifying the offer: Underutilised species / seasonal	Benefit to the fisher: Better revenue (higher price) / less work / better recognition	Benefit to the consumer: Benefitting the fisher or community / easy purchase / quality product
Fish basket Peixe do Cabaz	Portugal	Consumers receive cleaned fish in selected quantities at their door without choosing the species	Fresh Caught	Regional (up to 100kms)	No intermediary	Private (fisher cooperative)	Underutilised species (the surprise element) Seasonal	Higher revenue	
Fonda Piran Seabass Or Mussels from Strunjan Nature reserve	Slovenia	Family-run farm raising seabass and seabream with a sustainability concern	Fresh Farmed	Nationally distributed	No intermediary	Private (the family farm)	Mainstream species	Better revenue	Quality product, brand
Eat Fresh Fish –It's a Healthy Dish 2014	Malta	Government-led campaign for fish species that are not usually consumed by the Maltese population	Mostly farmed	National level campaign	N/A	1-Year project (EFF Funds)	Underutilized	No direct benefit to SSF, only to aquaculture operators	Information on gastronomy, and health benefits

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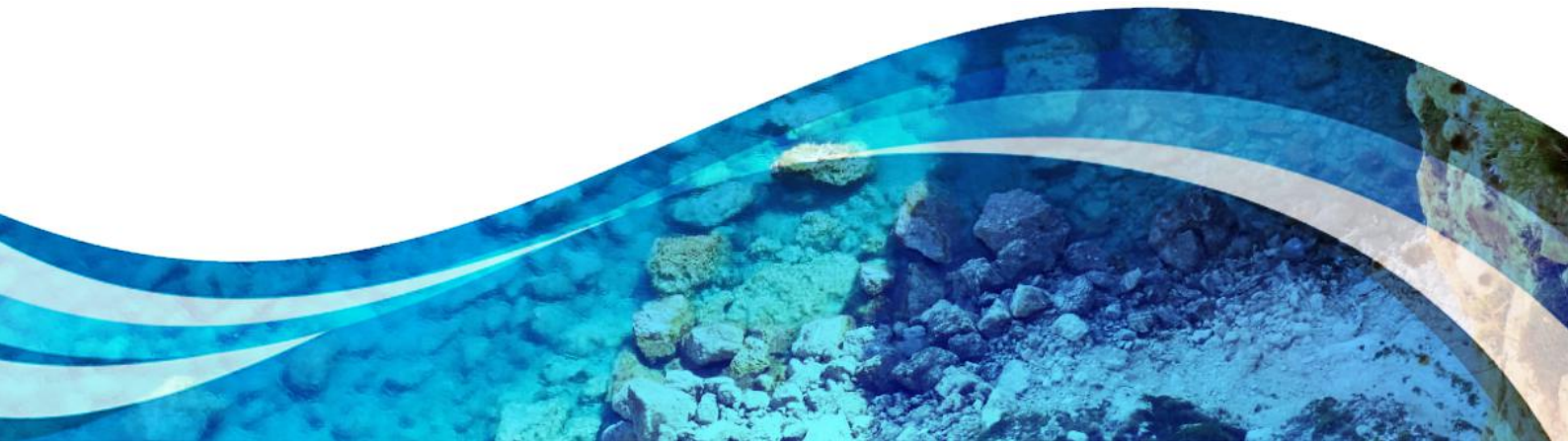
OUTCOME

Insert here any conclusions reached at this meeting and tentative points for the agenda of the next meeting or final report.

The first project meeting reiterated the significance of the need to acknowledge and advance responsible and competitive practices of the Mediterranean small-scale fisheries and improve responsible consumption of fish products by capitalising on existing practices, ideas and information. We are determined to explore the potential of launching a transnational labelling scheme for the value chains of small-scale fisheries in the Mediterranean, but wish to retain the possibility of ascertaining that the labelling scheme might not be the best solution for giving visibility of artisanal and small-scale fish products, given that there are a number of different local-specific approaches already in place. We are leaning towards the intention to have the feasibility report transpire that there a few options, rather than one.

Countries have local specificities that invite a more focused discussion on the challenges and opportunities that can be developed both at the national and regional levels. Issues to be further developed in the next meetings:

1) Develop guiding principles for marketing initiatives (e.g. implementing a code of conduct)
2) Understand the markets and consumer practices, according to different target groups: some select individual consumers, others the restaurants; some community-oriented individuals, others richer individuals.
3) Highlight the extent to which initiatives are focused on resilience, taking into account externalities that surround SSF resilience and adaptability.
4) Develop guidance on how to improve local awareness to inform consumers about fish species, their production, and their sustainability



5) Focus on the vision for the SSF sector and the market. We need not focus our strategy for local products to reach local markets. If the wellbeing of small-scale fisheries is the objective, then maybe export is a solution as a short-term component for resilience, where there is a better market for their products, where they get added value to their products.
6) Consult with the local SSF to gather their interests (this should be done before the next meeting).
7) Develop an interim deliverable. It would be very welcome to keep the momentum and interest in the theme that LabMAF has already generated despite its short life by producing an interim dissemination product. This would ideally be an infographic of the possibilities we have mapped. Easily transmitted products, such as infographics have a much wider outreach. We agree on using part of the budget to that end, as needed.

EVENT DATA

Please justify any changes with respect to the information provided in your Proposal Submission Form.

Kindly fill in the table below.

Meeting date and duration	15-16 May 2019 (1,5-2 days)
Venue	Hiša EU, Ljubljana
Country	Slovenia

Participants				**Organization Type/Designation (tick one column, if other please define)**			
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**
1.	Alicia Said	IFREMER & MCAST	F	x			
2.	Jerneja Penca	EMUNI	F	x			
3.	Marta Cavalle	LIFE	F			x	
4.	Manal Nader	UBalamand	M	x			
5.	Cristina Pita	UAveiro	F	x			
6.	Simone Libralato	OGS	M	x			

7.	Bertrand Le Gallic	UBrest	M	x			
8.	Brian O'Riordan	LIFE	M		x		
9.	Carlos Monterro Castaño	MSC	M			x	
10.	Paula Barbeito	SlowFood	F		x		
11.	Fabio Pranovi	IUAV	M	x			
12.	Yassine Skandrani	Club Blue Artisanal	M		x		
13.	JD Farrugia	Fish4tomorrow	M		x		
14.	Danijela Miokovic	Ministry of Fisheries	F				x
15.	Miguel Leal	Scite	M			x	

Total Male	9	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	6	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	15	7	4	3	1

FINANCIAL REPORT

Fill in below table accordingly. All claims should be in the Euro € currency. Eligibility criteria of costs and funding procedure is described in terms of reference document under section 6.

Category	Item	Value
V	**Total Venue expenses**	/
T	**Total Travel expenses**	3566,67
S	**Total Subsistence expenses**	786,04
A	**Total Accommodation expenses**	3462,78
D	**Total of Dissemination expenses**	366
	Total Expenses	8181,49

List of expenses	Item description	Quantity	Value	Category
1.	Accommodation Slamič	1	1.794,95	A
2.	Accommodation Atelier	1	1.667,83	A
3.	Lunches at Verace	1	238,20	S
4.	Drinks & Snacks 1st night, Centralna postaja	1	143,70	S
5.	Dinner, CUDV	1	361,2	S
6.	Coffee break goods	1	42,94	S
7.	Logo	1	366,00	D
8.	Travel-bus	1	183,54	T
9.	Travel-plane	9	2.927,33	T
10.	Travel-other	9	455,80	T
11.				
12.				
13.				
14.				
15.				

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European Commission

blueMed

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Annex 2

Coordination and Support Action

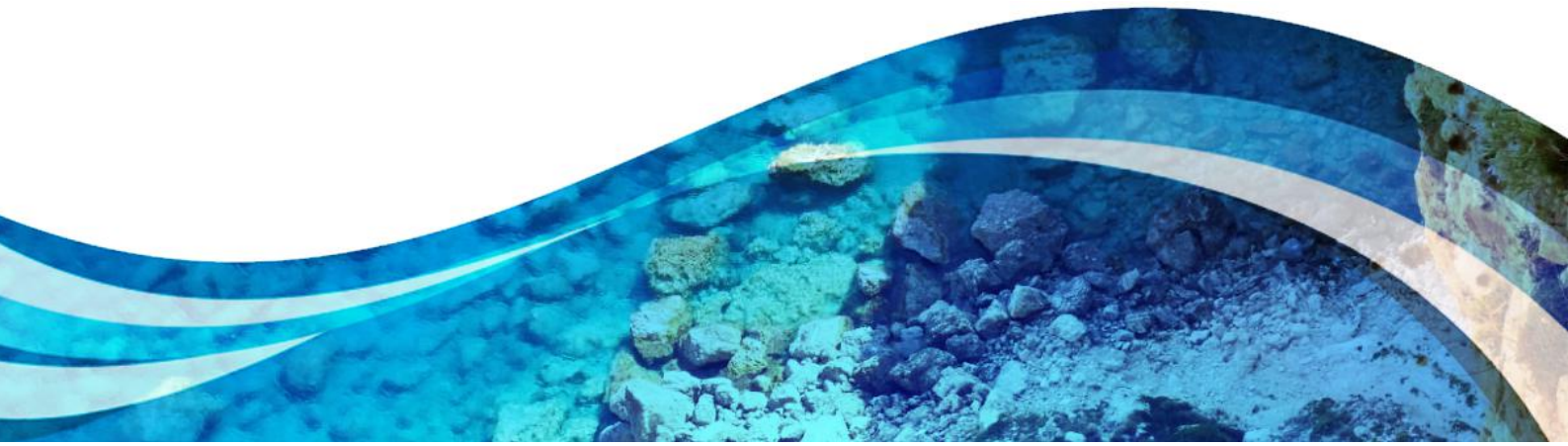
Horizon 2020 - BG-13-2016
Grant Agreement 727453

"Start-up Action Meeting (LabMAF)" (Bluemed_SUA_001)

(Meeting #2, Balamand/Byblos, 16-18 October 2019)

Submission date: 15-11-2019

Authors: Jerneja Penca and Marta Cavalle
Coordinator: Jerneja Penca



Start-up Action Title	Developing a Labelling Scheme for Mediterranean Small-scale and Artisanal Fish Products (LabMAF)
Coordinator (Lead Partner)	Jerneja Penca
Partnership Agreement No.	Bluemed_SUA_001
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Report Nr.	2

CONTENTS

DESCRIPTION OF EVENT

Insert here a brief summary / abstract of the event (maximum 1500 words).

The meeting was held at the Institute of the Environment, University of Balamand, Lebanon. The local host was Manal Nader as one of the partners in the consortium. Lebanon was selected as the country of the 2nd meeting in order to ensure the consideration of the issue of the project with a wider, more regional perspective that is not focussed only on the EU. The EU has a strong policy in the area of fisheries (Common Fisheries Policy), which impacts heavily on the EU member states in the Mediterranean, but the circumstances as they exist in these countries should not be assumed for the entire Mediterranean. As the scope of Bluemed Start-up actions is the entire Mediterranean region, we decided that one of the meetings should, for substantive and symbolic reasons, take place in a non-EU country. The small number of participants in the second meeting, dictated by the purpose of the meeting, allowed this venue from the budgetary point of view (tickets are more expensive when travelling outside the EU, but there were less tickets to be purchased).

The meeting was carefully planned in advance; after the discussions in the 1st meeting in mid-May in Ljubljana, we held email discussions and a lengthy conference call on 26.7.2019. In addition, casual meetings took place between some partners as part of their shared network, which allowed us to continually discuss and keep the objective of LabMAF alive.

The meeting was planned in a way to allow all the partners to participate under their time limitations. Thus, 1.5 days on 16-17 October were devoted to the core discussions where all the partners participated, including on distance by effective integration via video conference. In the afternoon of the 17th October more operational planning of the report took place and on 18th October a field trip to the fishing communities was planned to discuss the measures proposed in the project. Unfortunately, this part of the meeting could not be conducted as planned, due to the outburst of nation-wide protests in Lebanon. The protesters blocked the roads and disabled any travel by car, additionally, the fishers were not going to be in ports as usual on the days when half of the country was protesting.

The protests posed a logistical challenge to the participants (cancelling the field trip, having to travel for much longer to the airport and paying much more for the transfer than usual – as the drivers had to take side roads, detours and used much more gas). However, there were no safety challenges and the meeting concluded successfully in the given circumstances.

SCOPE

Explain to which extent the Start-Up Action idea has been developed and how it will contribute to the overall progress of the action and the development of a new vision for the Mediterranean according to the BLUEMED SRIA.

This meeting was intended as the meeting that would result in the key outcome of the project. Sufficient material has been received in the 1st meeting, substantive discussions were held in that meeting and in the period between the 1st and 2nd meeting and adequate work done to have an ambitious agenda.

We set out to focus on listing and performing a SWOT analysis of the options for the advancement of the purpose *within the project's time frame* (but reflecting also on the options for the future). Additionally, we focussed on the development of a standard that would underlie a number of options discussed.

OUTCOME

Insert here any conclusions reached at this meeting and tentative points for the agenda of the next meeting or final report.

The meeting situated the outcome within the broader context of the project, and then worked its way to the options for action, as follows.

With 85% of world fisheries fully exploited, overexploited or depleted, while the global population is rising and increasing its consumption of animal protein, the state of fisheries is of obvious concern and fisheries management one of significant societal challenges of our times. The deterioration of fish stocks affects the social and economic fabric of the fishing sector, specifically the regions that are dependent on fishing. Of these, the coastal Mediterranean region is a prime example. Here, over 90% of the assessed stocks are overexploited but continue to be fished. Of the various causes for the continuous bad governance of the Mediterranean Sea, the LabMAF project focusses on the issue of the empowerment of small-scale fisheries (SSF) through markets. The small-scale fishers have been historically marginalized, although their potential in contributing to all the three pillars of sustainability (social, economic and environmental) in the EU and non-EU Mediterranean countries is higher than industrial fishing. SSF play a vital role in the maintenance of coastal communities and constitute a source of essential nutrition, economic activity and employment, through pre-harvesting, harvesting and post-harvesting activities. From the socio-economic point of view, SSF generates more employment, enables the population to settle in a territory, favours the integration of women, redistributes the fishery resources (public goods) in a more equitable way, generates a direct economic opportunity and an indirect economic contribution through tourism. SSF generates more revenues for invested euro, greater catches per liter of fuel consumed, and more added value for every kilo of fish landed. Finally, SSF operates at a lower production scale, uses passive gears with a lower impact on the seabed and on adjacent species (reduces bycatch).

SSF operate in challenging and unfavourable governance circumstances. Apart from the regulatory aspects, we identify two features of the organization of the market as contributing to the weak SSF products. **Current organization of value chains and the marketing system** are the key weaknesses and sites of much potential improvement. What is at stake is **the lack of differentiation of SSF products from the various types of fish products.** Most of the time, all fishery products – coming from various production systems, including industrial and semi-industrial fishing

(whose profitability is based on large volumes), illegal fishing, aquaculture and imported markets – are mixed in the sales process, preventing the final consumer to identify the SSF product from the rest. The inability of SSF to differentiate their products prevents the consumer to obtain full information on the product they are buying. It also prevents SSF from obtaining added value and ensuring price stability. This, in turn, leads to the impoverishment of fishers and their families, favoring the premature abandonment of the activity and little generational renewal. It results in the reduction of future prospects of SSF coastal communities and impacts also on the marine ecosystems.

To arrest the trend, we have identified a number of interventions that have been explored and have worked in different contexts:

- Decreasing the number of intermediaries in the supply chain (bringing fishers and consumers closer together, improving a better price for both)
- Shortening the supply chain in terms of kilometres (reducing CO_2 footprint; this can but needs not overlap with the first option)
- Improving distribution channels (with the help of ICT or better planning)
- Improving the presentation, labelling or marketing of the product (adding an information label, adding recipes for suggested dishes)
- Diversifying the product (more variety)
- Improving coordination, organisation of fishers

All of these initiatives have had a very limited geographical outreach. They may have been replicated and observed in different contexts (although direct transmission rarely works due to local specificities), but no attempts are being done for a regional approach.

The key challenge for LabMAF is to respond effectively to the observation that the initiatives addressing very similar obstacles and problems are emerging across the region, and the fact that local specificities play a significant role in how the initiatives will be set up and the success they will generate.

In that context, the meeting came up with the following options for action at the regional level:

1. Provide an overview of good practices, options (acting as a hub for inspiration of potential proponents of initiatives and for sharing experience)
2. Build a protocol/code of conduct/guidelines/terms of reference (provide a reference point for consumers and producers)
3. Encourage (peer) recognition and support / alliance (envisaging a kind of loose institutional structure)
4. Encourage third-party certification (invite a new centralised mechanism in the field)
5. Develop step-by-step approach to producer labelling (not encouraging a regional label, but envisaging more labels)
6. Recommend awareness-raising to consumers and value chain (no regulatory role)

7. Advise the government for change (e.g. mandatory labelling) (no direct regulatory role, working indirectly)

The consortium discussed all these options in the framework of the SWOT analysis. Based on the results of the SWOT analysis (strengths, weaknesses, threats and opportunities), the considerations of feasibility (a solution needs to be manageable within the project's lifetime and resources) and the desirability to produce a meaningful output, we have agreed to provide some output on the following options: 1, 2, 5.

Ad 1, we plan to provide an overview of the key types of initiatives in the report, and have indeed started work on that.

Ad 2, we plan to draft guidelines for responsible SSF in the Mediterranean, and have indeed started work on that.

Ad 5, we plan to describe the experience of setting up a labelling scheme, with the attempt of spelling out the likely key features of such an endeavour elsewhere.

All these will feature in the final feasibility report, but depending on the budget availability, we might have them as self-standing outputs as well.

The 2nd meeting provided a push for the progress the production of the final report. The coordinator is writing it and has asked for input by the consortium members.

The coordinator and another consortium member will attend the FAO Fisheries Sustainability Symposium in Rome 18-21 November. As a coordinator, I see the need to contextualise the efforts of LabMAF in the broader discussions and processes concerning (regional) fisheries management. The Symposium would allow us to bring us up to date with the policy circumstances, in which LabMAF is developing, allow us to meet some relevant actors and discuss the ideas we have within LabMAF with them and allow a working meeting between the three partners of the consortium to advance on the outputs of the report. The objective is to meaningfully situate the project in the current policies and formulating the right emphasis, including for the 3rd meeting.

EVENT DATA

Please justify any changes with respect to the information provided in your Proposal Submission Form.

Kindly fill in the table below.

Meeting date and duration	16-17-18 October

Venue	University of Balamand, Jbeil/Byblos
Country	Lebanon

Participants				**Organization Type/Designation (tick one column, if other please define)**			
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**
1.	Jerneja Penca	EMUNI	F	x			
2.	Alicia Said	IFREMER, MCAST	F	x			
3.	Marta Cavalle	LIFE	F		x		
4.	Manal Nader	Uni Balamand	M	x			
5.	Cristina Pita	Uni Aveiro	F	x			
6.	Bertrand Cazalet	Marepolis, Petit Metiers	M			x	
7.	Simone Libralato (fully present at discussions both days via Skype)	OGS	M	x			

Total Male	3	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	4	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	7	5	1	1	

FINANCIAL REPORT

Fill in below table accordingly. All claims should be in the Euro € currency. Eligibility criteria of costs and funding procedure is described in terms of reference document under section 6.

Category	**Item**	Value
V	**Total Venue expenses**	/
T	**Total Travel expenses**	2.726,30
S	**Total Subsistence expenses**	638,94
A	**Total Accommodation expenses**	1.053,87
D	**Total of Dissemination expenses**	/
	Total Expenses	4.419,11

List of expenses	Item description	Quantity	Value	Category
1.	Accommodation costs	5	1.053,87	A
2.	Lunches and dinners	6	638,94	S
3.	Travel-plane	5	2.170,89	T
4.	Travel-other	6	555,41	T


European
Commission


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Annex 2

Coordination and Support Action

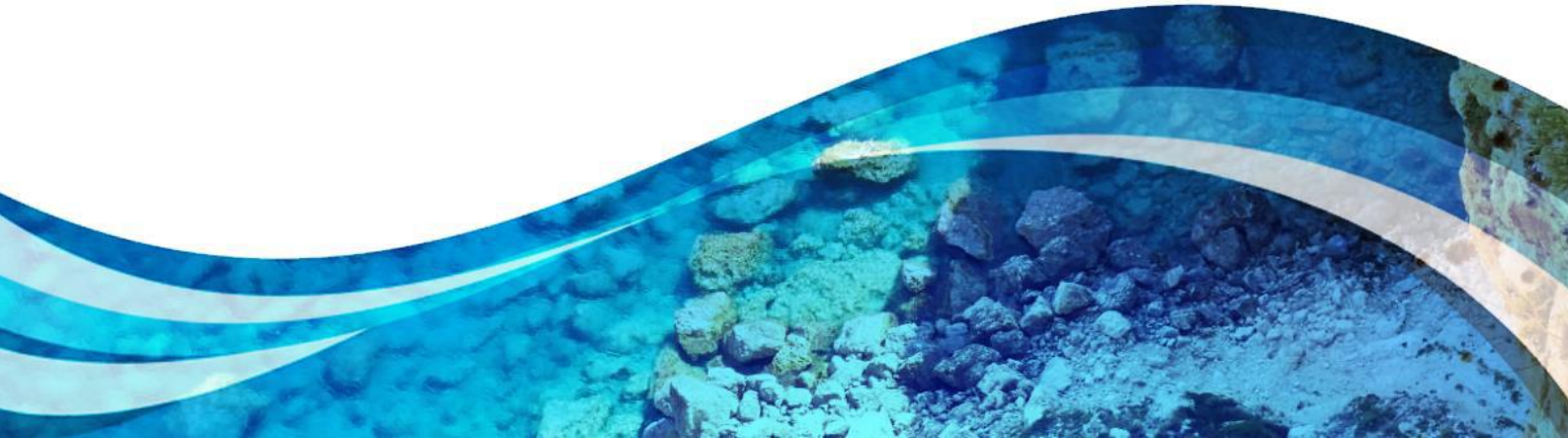
Horizon 2020 - BG-13-2016
Grant Agreement 727453

"SEALINES Mediterranean Safety Network"
BLUEMED SUA 004

March 28th, 2019 First Meeting in Ravenna (ITALY)

Submission date: 30-04-2019

Author: Ilaria Antoncecchi, Giada Rossi, Marzia Bevilacqua
Coordinator: Ilaria Antoncecchi



Start-up Action Title	SEALINES Mediterranean Safety Network
Coordinator (Lead Partner)	Ilaria Antoncecchi
Partnership Agreement No.	BLUEMED SUA 004
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Report Nr.	1

CONTENTS

DESCRIPTION OF EVENT

The first workshop of SEALINES Start-Up Action was held in Ravenna (Italy) during the Offshore Mediterranean Conference 2019, an international event about the energy sector.

One of the most important tasks of the Sealines project is to promote the international expansion and growth of the national scientific research network called CLYPEA - innovation network for future energy - in order to achieve important result in the framework of Blue Growth (Challenges A to E, see paragraph "Scope").

The meeting focused on the research of "**Smart and intelligent monitoring, maintenance and sustainable repurposing system for sealines**".

As stated in the event program, the template of the event considered six Sessions (according to the proposal), where the last one was dedicated to an "Innovative thinking session": half an hour to discuss with the attendees the main aspects of the event's topics.

The first Session was an introduction to "**Blue MED&SDGs: linking BLUE MED SRIA research&innovation to UN 2030 Agenda from the SEALINES perspective**". The purpose of this session was to clarify the BLUMED initiative and the objectives of the Start Up action "SEALINES" (Appendix 1).

During the second Session on "**Innovative technologies applied to sealines construction, maintenance, reconstruction and prevention of senescence"** two important scientific research initiatives in the field of construction, maintenance and monitoring opportunities for future use of sealines were presented. The University of L'Aquila reported about the "Model based approach for the design of cryogenic sealines" while the National Research Council - INM introduced Innovative Technologies for offshore installation, Maintenance and Intervention (see for details "Appendix 2").

The future reuse of offshore sealines might range from oil transportation to gaseous fuel and liquefied compounds, like LPG, LNG, CO_2 for carbon sequestration after capture and drying and, more recently, for a possible transport of H_2. In these cases, the fluid to be transported must be kept in thermal condition well below the environmental temperature, requiring cryogenic pipelines with proper insulation layers. Thus, the University of L'Aquila has developed a mathematical model of a cryogenic pipeline to evaluate the thermal exchange between the inner fluid and the external conditions and to reconstruct the thermal field across the pipe layer. The model can be used to verify the thermal behaviour of the existing configuration of the pipeline or the sealines, but it can also be used in the design phase to choose the material or the thickness of the layers that make up the duct.

Another important technology in the field of monitoring of sealines is carried out by INM (Italian National Research Council). The name of the project for the development of this technology is MATRAC-ACP and aims at enhancing the protection of harbour waters, improving monitoring

procedures through highly automated robotic technologies and new methods of adaptive sampling. In this way it will be possible to provide an accurate and repeatable spatial-temporal measuring action. The MATRAC-ACP project concept can form the basis for future autonomous extended monitoring frameworks for Oil&Gas remote operational sites and deep mining. This technology will be relevant to prevent and control possible negative impacts on the environment and to ensure the safety and sustainability of energy and mining activities.

In order to understand properly what is right to consider as environmental constrains to develop suitable monitoring actions, in Session 3 were some environmental criticalities related to remove or repurposing of sealines were highlighted (see for details “Appendix 2”).

NMST, from Tunisia, proposed a study on nutrients and trace element in Western and Eastern Mediterranean Sea Surface Sediment, considering environmental variability and anthropogenic footprint. As for the economic and social aspects, the Egyptian NRIAG proposed a case study on the Nile delta on “Recent Approach for Sealines Monitoring: climate change adaptation and Socio-economic resilience”, starting from the idea that the phenomenon of global warming is one of the most important challenges facing the Earth on the recent years, due to its negative impacts such as rising water levels in most of the world's oceans and seas including the Mediterranean, which is experiencing more than ever the impact of climate change. The study indicates the possibility of using integrated satellite data and ground-based observations to assess the impact of global warming in different regions and mitigate its environmental impact.

Session 4 was focused on the possibility of improving the sealines monitoring using new technologies or tools. Since in recent years the technological improvement has allowed the evolution of autonomous marine systems, including submarine gliders and Autonomous Underwater Vehicles (AUVs), the Polytechnic of Turin is developing, in the framework of CLYPEA, monitoring techniques for mapping the seafloor based on the use of customized AUVs that have many potential and applications in the energy field (Appendix 2). AUVs are revolutionising the ability to map and monitor the marine environment. AUVs have a wide range of marine science applications and are increasingly being used in the scientific, military, commercial, and policy fields. Their ability to operate autonomously from a host vessel makes them suited for exploring extreme environments, from the world's deepest hydrothermal vents to beneath polar caps.

All the above led to the introduction of the case study proposed by Rosetti Marino (Appendix 2) about the “**Repurposing Techniques towards Multi-use offshore platforms**” (Session 5). The decommissioning of the offshore platforms at the end of oil reservoir’s life, may require the need to identify alternatives other than dismantling the existing facilities. According to the «Blue Economy» business model, such existing infrastructures should be evaluated to exploit alternative energy production solutions. The results of the study show that existing offshore infrastructures could be used for renewable energy production, considering that the produced renewable energy can be used on the adjacent platforms still in operation or can be

converted and stored using existing infrastructures because new dedicated infrastructures connecting the energy produced to the inland electricity grid has been excluded as it is too expensive and with a very low return on investment. An innovative energy conversion and storage solution using electrolysis has also been studied, integrating renewable sources of generation, converting surplus electricity to produce hydrogen and exploiting the characteristics of the existing natural gas infrastructure. The proposed Business Cases show how the integration of existing offshore infrastructures with new hybrid power generation systems is feasible and can be considered a positive example of "Blue Economy". Sealines start-up action as the main link between different offshore and onshore infrastructures, plays an important role in this new approach. For this reason, their possible reuse and repurposing must be studied from a technical and economical point of view.

The final Thinking session on "Alternative and sustainable use of SEALINES: techno – economic Evaluation of benefits" had the mission to analyse all previous presentation and to address the preliminary conclusion of this first meeting. Then, the attendees were divided into five table, where each table consisted at least one stakeholder coming from the administration, research centre and private enterprise.

The working tables provided answering to three questions in no more than 30 minutes for each one.

The first meeting ended with the presentation of the Coordinator and her collaborators, in order to give some indications on the management and scheduled of the Start–Up action, on the next event in Athens (logistics and program proposal), on the reports and outcomes of the first meeting (Appendix 1)

SCOPE

According to the structure of the meeting and the participants involved, the "SEALINES first workshop meeting contributed strongly to the expansion and merge of networks, towards an interdisciplinary Mediterranean one, composed of high-level experts/stakeholders. In fact, thanks to this meeting for the first time an important interaction between administration, research centres, experts from the academic world and private enterprise European and Mediterranean Countries has been launched (Challenge A). SEALINES start-up action, is a place where merging the research experience gained by the small network of CLYPEA, the experience of EUOAG (European Offshore Authority Group), competences of small and medium enterprises like Rosetti Marino, Basis engineering, TECON S.r.l., ENI and INA with the administration's needs.

Thanks to the innovative thinking session and a preliminary case study presented by Rosetti Marino, the partners and participants of SEALINES had the opportunity to build a preliminary interdisciplinary common view on the Challenges E1, E2 and D1 of the Strategic Research Agenda (SRIA) with reference to the adoption of a sustainable management and an efficient use of Sealines. This is also coherent with the adoption of

common principles for a maritime spatial planning at Mediterranean level assuring the main goal to realize the blue growth (blue jobs, blue technologies etc..).

The "SEALINES" deals with the Governance of maritime space and marine resources in the Mediterranean through actions related to *Challenges E1, E2* and *D1*: strengthening synergies among science, industry, policy makers and society on sustainable management and efficient use of sealines (effective maritime spatial planning action in the Mediterranean Sea) and to assure the transition from traditional maritime economic to blue growth activities. "SEALINES" Start-Up Action achieve also other two SRIA challenges (*A2, B1*): "*Understanding pollution impacts, mitigation and remediation in the Mediterranean Sea*" and "*Forecasting the Mediterranean Sea dynamics and climate*". Furthermore, the future action deriving from the plan of a Mediterranean training centre for offshore Oil&gas safety allow to achieve the cross cutting SRIA challenge (*A4*) to enable Blue job and Blue growth (Train for blue offshore professionals).

Considering the BLUEMED objectives and priorities, "SEALINES" is significant for the initiative, most of all in perspective of new building or a reusing of submarine cables and pipelines. In this sense it might need of a common view on :

- methodology and standards for safety and sustainable maintenance;
- protocols for monitoring or re-use of sealines
- state of knowledge about the offshore infrastructures position and dataset for the entire Mediterranean Region.

The template of this first Sealines meeting was thought in order to collect the opinions, the experiences and information from all the stakeholders.

For this reason, answers and opinions were here gathered and elaborated in a qualitative analysis about the main perception on the possible reuse of the sealines and they will be used at the end of the project to obtain some final remarks.

OUTCOME

As mentioned in the paragraph "Description of the event", a preliminary recognition was made on the innovative technologies for monitoring and maintenance: among these, the thermal modelling coupled with mechanical one, MTRAC of INM and also AUVs technologies.

After this first part, some consideration about some environmental studies are examined through NRIAG and NMST, with due consideration for the monitoring of climate changes and trace elements in the Mediterranean Sea.

As final presentation of the meeting was presented a case study by Rosetti Marino for a possible reuse of sealines for sustainable energy transition.

In the case study, the following three options were identified for the reuse of sealines as power to gas conversion and H_2 production:

a. 100% of H 2 flows in the existing sealines in operation towards the inland by mixing into the flowing natural gas;
b. inland transportation through abandoned sealines of 100% of H 2 and sold as technical gas;
c. inland transportation through abandoned sealines used by methanation process to convert CO_2 and H_2 in methane

During the thinking session the 5 working tables tried to answer the following questions:

1. How do you consider that the methodology and technology presented during this meeting could help the feasibility study for each one of these three options? Can you suggest a properly way to adapt and improve this methodology for the specific aim of the reuse of sealines proposed in the case study?
2. Do you consider that the environmental topics presented about the possible worsening of trace elements concentration as consequence of corrosive effects around Sealines is the most significant impact for the water column and seabed compared to the basinal scale of the Mediterranean Sea? Have you other ideas about the main important constrains in the environmental impact related to one of the three options in the Case Study?
3. Try to summarize costs and benefits for the three options.

The answers given are in Table 1.

Table 1- Answers given by each working tables for the three questions.

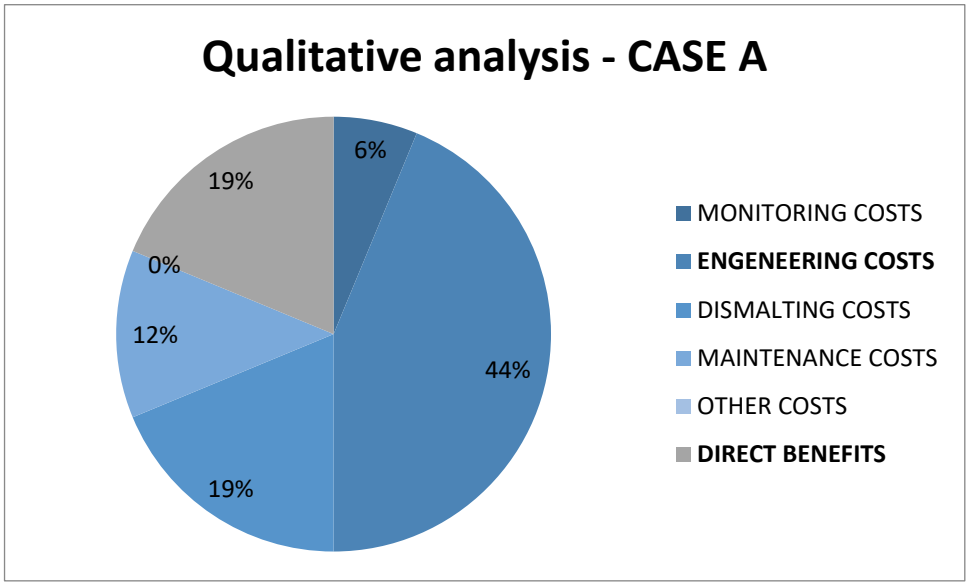
Table 1	Table 2	Table 3	Table 4	Table 5
Sealines in the Adriatic Sea are at the end of life. So, it is essential start to define the cost related to their **maintenance** and **monitoring**, so this could be a proper test or **feasibility study** to conduct in a scientific or industrial project with respect to the different type of reuse.	Solution b) for **reuse of abandoned sealines for 100% pure Hydrogen transport** seems to be a good proposal. It is important realized a **feasibility study** with integration of decommisioning costs.			
	Corrosion linked to sealines doesn't really common, so this **is probably not a significant impact** to consider. The only possible	Major environmental impact linked to sealines consists in the risk of **leakages** that is also **due to type**	There is not significant environmental impact linked to sealines. There is **only relevant**	Possible corrosion could be where an increase in oxygen occurs. So, it is necessary define and respect a proper **monitoring/ins**

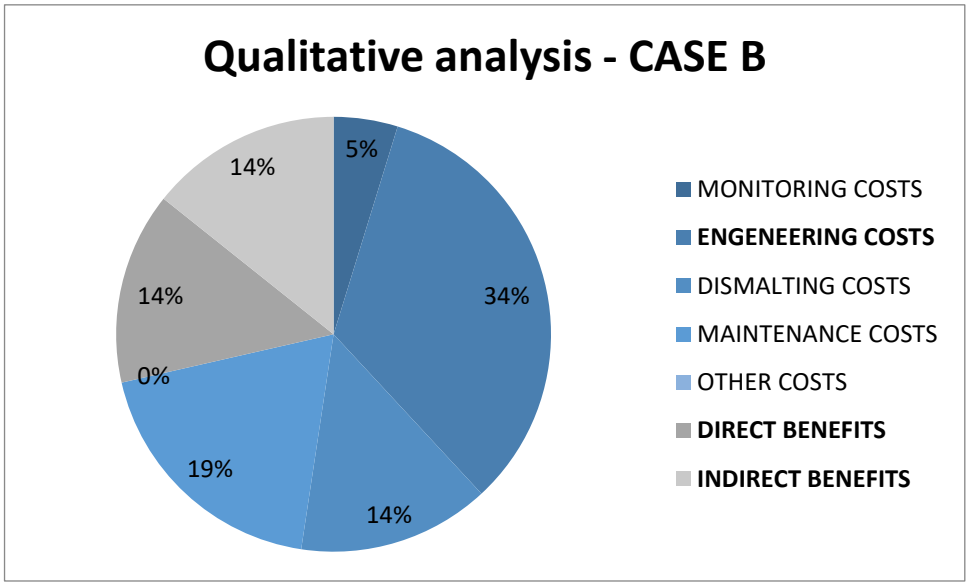
	think is to find very low trace of iron around the infrastructure due to its composition.	**of fluid** transported and the **age** of infrastructures. This risk could be mitigated by a proper **maintenance** program.	**economic aspect.**	**pection program for water column.**
COST: monitoring of **blending**; Compression, modification, hydrolysis; **BENEFITS**: Safety	**COST**: Cleaning, gas compression and installation **BENEFITS**: no removal	**COST**: cleaning, flashing and bonification, removal and preparation, engineering, permitting **BENEFITS**: Economical reuse of existing structures, from environmental point of view creation of artificial reef	**COST**: investments, certification, maintenance	
COST: same of 3a + **quality checks** of sealines and **retrofit**; **BENEFITH**: production and **use of H2 100% pure** as energy vector removal	**COST**: Cleaning, **BENEFITS**: no removal	Same of 3a		
COST: same of 3a) + **maintenance** of the CO2	Same of 3b	Same of 3a	**COST**: transformation in Methane and life cycle cost	**COST**: how long the life cycle for potential reuse cost. **BENEFITS**: facilitate the transition, and improve human resources and technologies

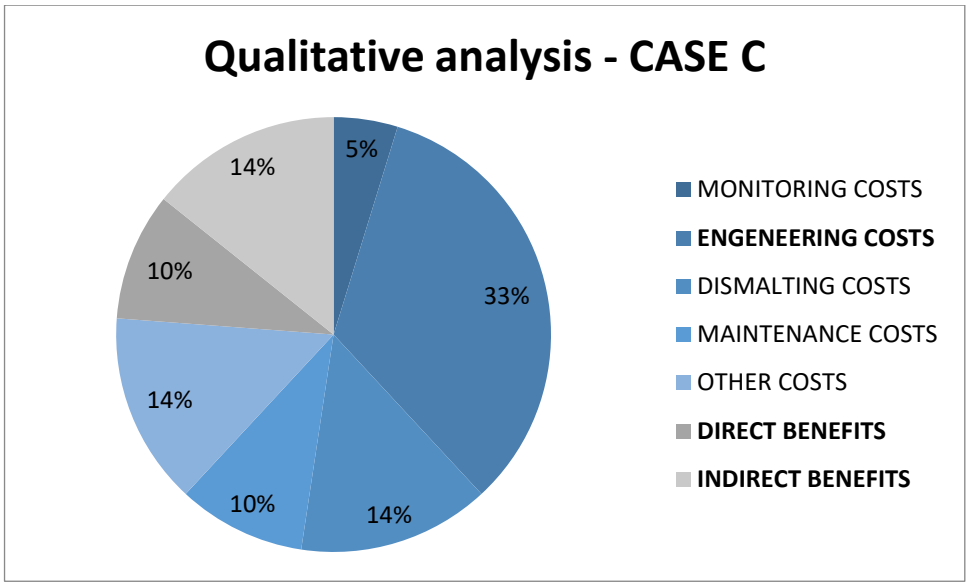
By collecting and making a qualitative analysis of the perception of the three options proposed by Rosetti Marino, it can be concluded that the third option c) could present more critical issues related to the costs of maintaining and transforming CO_2 into methane. Also for this reason it was not more investigated by the Company. Otherwise, the second option could appear more convenient to facilitate the transition from fossil fuels to green energy, produced by renewable resources, using 100% pure H_2 as energy vector. Moreover, stakeholders seem to be more convinced about

this option, considering that it has the same benefits in terms of encouraging employment and technology development with respect to the third option.

Considering the first option, it seems to be the simplest in terms of technical feasibility and, therefore, to ensure high safety standards in the operation, but it could not produce the same benefits for sustainability and Blue Growth (see graph 1).







This preliminary result could lead to propose at the end of the project a feasibility study on the reuse of abandoned sealines for the inland transportation of 100% pure Hydrogen (produced by a renewable energy system). Moreover, the feasibility study should compare the cost of total decommissioning with its reuse for transporting 100% H_2, also considering the cost of a maintenance and monitoring program.

On the monitoring and maintenance program, it's clear that it should also concerned, quality controls for the extension of the useful life and the monitoring program through the use of innovative technologies such as AUVs or others to prevent leakages or corrosion (inspection and control of the trace elements of the water column to record oxygen variations). Other relevant points about the proposal of a feasibility study will be debated during the next meeting in Athens.

This second meeting on 24th of June will aim to address the issue of sealines from complementary points of view: mapping, maintenance and quality controls, regulatory framework and risk environment (risk analysis of geohazards and analysis for health, safety and environment - HSE).

In order to establish the concrete benefits of the reuse of sealines, the first step is to define the state of knowledge about the position of offshore infrastructures in the Med area in addition to methods and data to accurately locate them. These will be the focus of the presentation of a representative of the EMODNET program (European planning) and also of the presentation made by the Italian Navy on the activities of the Italian Hydrographic Institute on inspections (with ROV and diving activities) carried out in collaboration with the DGS UNMIG in the CLYPEA Network (i.e. mapping and control activities for the safety of mining and energy activities).

The **mapping of sealines** is necessary not only for the planning and design of operations of reuse or safe maintenance of the infrastructure, but also for the risks analysis related to geohazard and action to prevent and monitoring some possible leakage or corrosion effects. **Geohazards** can be assessed in terms of risk approach, both for the seabed and water

column, through geophysical and sedimentological analysis and considering the current lack of information on marine ecosystems for large areas of the Mediterranean Sea. An example will be illustrated by OGS and by the company RINA; while some innovative method for maintenance and life extension of the sealines will be presented by Pandolfi/RANA.

All the above must be analysed in accordance with the **current regulatory framework** of each Country and **international best practices**, if available, in the MED countries, with particular reference to the implementation of the "Offshore Safety Directive". To this end, some representatives of Administrations of different countries are expected to talk about the state of the art approaches and best practices in their Country.

The program of the next workshop will follow this approach:

Welcome – Hellenic Hydrocarbon Resource Management SA

Report on first workshop meeting in Ravenna – Italian Ministry of Economic Development

Session 1 "Mapping of offshore infrastructures: data and methods from a country to a MED perspective"

- EMODnet Human Activities: mapping ocean uses in the EU - EMODNET
- Italian Navy

Session 2 "The ecosystem, geohazards and sea dynamics in Sealines areas"

- OGS (TBC)
- RINA Consulting S.p.a.

Session 3 "Environmental Impact of Sealines: solution for maintenance, monitoring and alternative reuse"

- Role and Perspective of Carbon Capture storage in Energy sector: opportunities for Sealines reuse - Aquila University

Session 4 "Maintenance for a safe life-extension"

- Survey, NDT activity - RANA S.r.l and Studio Pandolfi

Session 5 Round Table "Regulatory approaches and best practices in the MED countries"

- Ministry of Economic Development Italy
- Ministry of Agriculture, Rural Development and Enviroment Republic of Cyprus
- Croatian Hydrocarbon Agency AZU

Session 6 INNOVATIVE THINKING SESSION: "Best available technology and future promising methods and technology Monitoring, Maintenance & Sustainable Repurposing of Sealines"

3 questions about previous presentations to discuss

EVENT DATA

With reference to the proposal submitted on Sealine Start-Up action some changes were sent to the Managing authority on January 2019 from e mail: ilaria.antonecchi@unimib.it. Changes are focus on the addition of

the contact of 1 partner of CNR in the list "partners" and in an adjustment of the meeting schedule. In fact, due to the delay in the beginning of the start –up the first workshop in Athens shifted after foreseen in Ravenna. Therefore, the first meeting of Sealines took place effectively in Ravenna, while the second workshop will be in 24th of June in Athens.

Furthermore, it is also important to highlight that for this first event a call for abstract and speeches was made by email sent in date 5th February 2019 and that in application to this call some scientific papers were provided (Appendix 2).

Finally, a live stream for those who could not be attend the meeting was provided by Rosetti Marino.

Meeting date and duration	March 28th, 2019 (h. 14.00-21.00)
Venue	Rosetti Marino Company Group, Via Trieste 230, Ravenna
Country	Italy

Participants				**Organization Type/Designation (tick one column, if other please define)**				
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**	**Specification**
1.	Ilaria Antoncecchi	MiSE	F				X	Admin.
2.	Giada Rossi	MiSE	F				X	Admin.
3.	Marzia Bevilacqua	MiSE	F				X	Admin.
4.	Francesco Ciccone	CNR-ISMAR	M				X	Research Centre
5.	Silvia Grandi	MiSE	F				X	Admin.
6.	Roberto Cianella	MiSE	M				X	Admin.
7.	Giuseppe Vico	MiSE	M				X	Admin.
8.	Valter Martinotti	RSE	M				X	Research Centre
9.	Gianluigi Sanetti	MiSE	M				X	Admin.
10.	Marco Pacini	Rosetti Marino	M			X		
11	Nicola	Basis	M			X		

.	Mondelli	Engineering						
12.	Tullio Balestra	TECON S.r.l.	M			X		
13.	Gad El-Qady	NRIAG	M				X	Research Centre
14.	Khaled Zahran	NRIAG	M				X	Research Centre
15.	Stelios Zervos	PWD	M				X	Admin.
16.	Bechir Bejaoui	INSTM	M				X	Research Centre
17.	Zaaboub Noureddine	INSTM	M				X	Research Centre
18.	Ali Harzallah	INSTM	M				X	Research Centre
19.	Andrea Barbanti	CNR-ISMAR	M				X	Research Centre
20.	Alessandra Mercorella	CNR-ISMAR	F				X	Research Centre
21.	Marzia Rovere	CNR-ISMAR	F				X	Research Centre
22.	Valerio Funari	UniBo	M	X				
23.	Marco Bibuli	CNR-INM	M				X	Research Centre
24.	Roberta Ferretti	CNR-INM	F				X	Research Centre
25.	Salvatore Carbone	CNR-IREA	M				X	Research Centre
26.	Davide Di Battista	Univaq	M	X				
27.	Fabio Fatigati	Univaq	M	X				
28.	Sergio Ferrero	PoliTo	M	X				
29.	Felice Catania	PoliTo	M	X				
30.	Michele De Nigris	RSE	M				X	Research Centre
31.	Laura Festa	Studio Pandolfi	F			X		
32.	Wendy Kennedy	BEIS	F				X	Admin.
33.	Audry Banner	BEIS	F				X	Admin.
34	Elisabetta	ENI	F			X		

.	Boi							
35.	Alessandro Malkowski	ENI	M			X		
36.	Maurizio Massimo	Marina Militare	M				X	Admin.
37.	Ezio Marletta	Marina Militare	M				X	Admin.
38.	Gianguido Sfratta	Marina Militare	M				X	Admin.
39.	Raffaella Gerboni	PoliTo	F	X				
40.	Nikolaos Barkas	HHRM	M				X	Admin.
41.	Yannis Bassias	HHRM	M				X	Admin.
42.	Hrvoje Goreta	INAGIP	M			X		
43.	Mijic Ivan	INA	M			X		

Total Male	31	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	12	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	43	6	0	8	29

FINANCIAL REPORT

Category	**Item**	Value
V	**Total Venue expenses**	In kind
T	**Total Travel expenses**	3.008,77
S	**Total Subsistence expenses**	1.340
A	**Total Accommodation expenses**	4.465
D	**Total of Dissemination expenses**	60
	Total Expenses	**8.873,77**

List of expenses	Item description	Quantity	Value euro	Category
1.	Catering	50	1325	S
2.	Hotel	13	4465	A
3.	Flights	6	2.921,75	T
4.	Train	4	61.85	T
5.	Car			T
6.	Bus	15	730	S
7.	Print brochure	100	60	D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This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

Annex 2

Coordination and Support Action

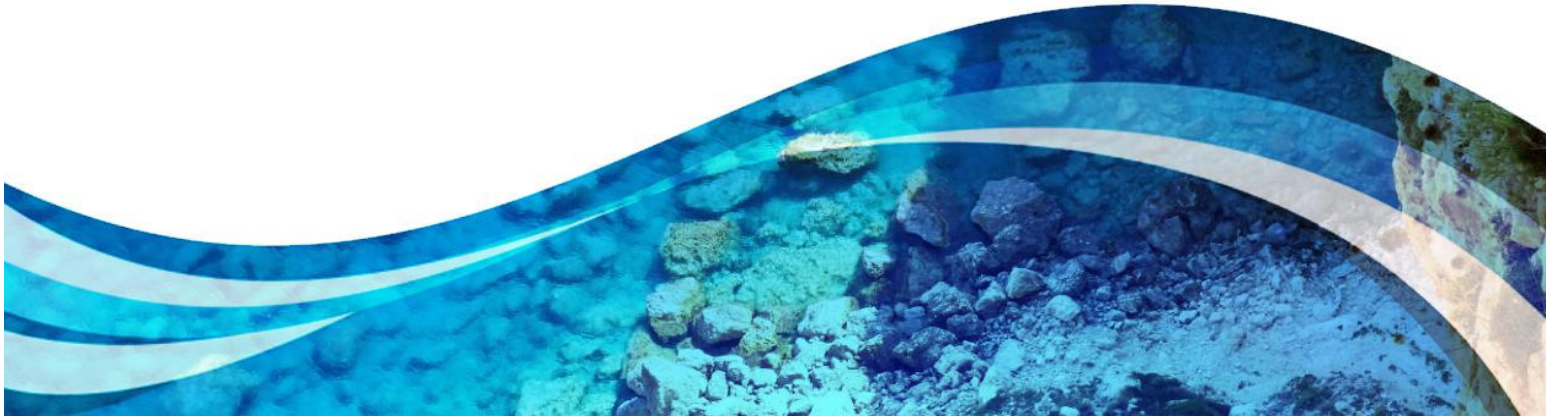
Horizon 2020 - BG-13-2016
Grant Agreement 727453

"SEALINES Mediterranean Safety Network"
BLUEMED SUA 004

June 24th, 2019 Second Meeting in Athens, Greece

Submission date: 24-07-2019

Author: Ilaria Antoncecchi, Giada Rossi, Marzia Bevilacqua
Coordinator: Ilaria Antoncecchi



Start-up Action Title	SEALINES Mediterranean Safety Network
Coordinator (Lead Partner)	Ilaria Antoncecchi
Partnership Agreement No.	BLUEMED SUA 004
Contact Person/s	Ilaria Antoncecchi
Contact Details	ilaria.antoncecchi.ext@mise.gov.it +39 3453232152/ +39 0647052038
Report Nr.	2

CONTENTS

DESCRIPTION OF EVENT

The second workshop of SEALINES Start-up Action took place in Athens, Greece on June 24th, 2019. The meeting, hosted by the Hellenic Hydrocarbon Resources Management (HHRM) focused on the state of art and technologies regarding sealines.

"SEALINES: an Overview on the state of art and technologies" focused on the development of innovative technologies, monitoring tools, and techniques for reuse and multiuse, with the aim of addressing the issue of sealines from a complementary point of view. Environmental impacts, geohazards and sea dynamics in the areas affected by the presence of sealines were discussed, as well as current technologies available for sustainable monitoring, maintenance and reuse.

As reported in the program of the event (attached) and as foreseen in the proposal, the workshop was structured in different sessions. In particular, the last one was a round table between representative experts from Croatia, Italy, Cyprus and United Kingdom with the aim of sharing best practices and data to improve the goal of the start-up.

Therefore, after a brief report on the data about the first workshop presented by Giada Rossi, of the Ministry of Economic Development DGS-UNMIG, the first session was dedicated to the "**Mapping of offshore infrastructures: data and methods from a country to a MED perspective"**. Alessandro Pititto, from EMODnet (the Marine Observation and Data Network), held this session and explained the methods of oceans mapping currently used in the EU. EMODnet is an initiative funded by the European Commission and its webpage covers themes such as aggregate extraction, algae production, aquaculture, cables, cultural heritage, dredging, environment, fisheries, hydrocarbon extraction, main ports, ocean energy facilities, pipelines, shipping density, waste disposal, and wind farms. Indeed, it was underlined the importance of sharing such data throughout the European Country.

OGS, Oceanography and Geophysics Italian Institute delivered the second session "**The ecosystem, geohazards and sea dynamics in Sealines areas**". Major marine geohazards are seismogenic faults, submarine landslide, coastal erosion, volcanic eruption, tsunamis and fluid flows. Their activity at seafloor can damage human and infrastructures. Seabed mapping is the first step in making a census of the geohazards-bearing features present in a specific offshore area. Marine geohazards assessment is a prerequisite to undertake a successful risk management and risk mitigation; developing research/industry collaborative actions by means of national and European research vessels for monitoring sensitives areas of seabed and offshore infrastructures should become an important issue.

Session 3, "**Environmental impact of Sealines: solutions for maintenance monitoring and alternative reuse**" focused on the opportunity to reuse sealines in the context of carbon capture storage, presented by the University of L'Aquila. The Carbon Capture Storage (CSS) technology is the most promising technology to meet the need to maintain the current level of energy demand and at the same time reduce the

concentration of CO_2 in the atmosphere. As far as CCS is concerned, CO_2 transportation is an open issue as the distances between storage/use and captures sites are often significant. Therefore, one opportunity is represented by the reuse of existing onshore or offshore pipelines. As far as operating conditions are concerned, no particular barriers seem to prevent the existing oil and gas infrastructures, but the purity of CO_2 should be kept under control initially. This opportunity will certainly reduce the cost of installing new pipelines and increase the economic feasibility of the CCS chain.

Session 4 "**Maintenance for a safe life-extension**", was dedicated primarily to innovations in the inspection of infrastructure, performance monitoring and agile design of maintenance operations with design thinking methodology. The first part was presented by Orlando Pandolfi, of Studio Pandolfi and Alessandro Buffa, of Rana S.p.A. The management of big data and the digitalization of the processes in the offshore diving sector currently offers room for improvements, especially with regard to minimizing industrial costs, as well as reducing the risks of maintenance operations of subsea facilities. In the past, offshore projects were managed exclusively with traditional project management techniques and, as a result, a static and difficult mode of project management was dominant. Today, digitalization has made it necessary, in order to achieve the best possible performance, to implement lead design and agile management of industrial activities. By following this line of thinking, it is possible to get feedbacks in real time, to create extraordinary benefits for production, health and safety and the environment through innovative methods of reverse engineering.

Second part of this session focused on replacing the system pressure test for submarine pipelines, carried out by Olav Aamild from DNV GL. The presentation covered the system pressure test performed after completion of construction but before commissioning of the submarine pipelines. It provides the background for the test, some pros and cons, as well as some fault statistics. Secondly, a joint industrial project (JIP) recently launched by DNV GL was presented. The main objective of the JIP is to establish a systematic approach in which alternative means to system pressure testing and all relevant failure modes will be identified and mitigated or revealed.

Session 5 "**Regulatory approaches and best practice**" had four speakers and was structured with a very short presentation of each participant and three questions to which participants answered. During the session a general overview of regulatory approaches, effective and recommendable best practices in the field of sealines safety and offshore activity was presented. At the session participated experts on the matter: Roberto Cianella, Italy; Maria Loizou, Cyprus; David Dobrinic, Croatia; Wendy Kennedy, United Kingdom. Ilaria Antoncecchi (Italian Ministry of Economic Development, DGS-UNMIG) introduced and moderated the panel.

The experts' discussion was followed by an interactive discussion with the audience.

SCOPE

According to the structure of the meeting and participants involved, the "SEALINES second workshop meeting strongly contributed to the scope of expansion and merge of networks, towards a Mediterranean interdisciplinary one, composed of high-level experts/stakeholders. In fact, at the meeting participated 69 experts, approximatively 10% more than last meeting, composed by experts on the matter, administrative representatives, companies, and researchers.

The important interaction developed during the first workshop between administration, research centres, academic and private enterprise experts from European and Mediterranean Countries (*Challenge A*) has been enhanced. Thanks to the overview given during presentations, mapping state, sealines impact, consideration of geohazards, new technologies, and international confrontation on best practices SRIA *challenges* E1, E2 and D1 were fulfilled, actions such sustainable management and efficient use to proceed forward a transaction from traditional maritime economy to blue growth activity.

Create common standards and methodologies, after the sharing of the common knowledge on the matter of the submarine cable and pipelines to improve safety, surveillance sealines implementing sustainable and innovative monitoring systems.

OUTCOME

The second workshop meeting highlighted the current state of the art concerning the processing, mapping, best practice and regulatory framework about sealines in the Mediterranean Sea.

The regulatory framework was highlighted especially in Session 5, in which the four speakers answered three questions each.

The answers are as follows:

- **Does your Country have a specific regulation about sealines safety? In which way do you think it might be improved?**

  David Dobrinic, Croatia: Croatia has the regulatory framework governing the sealines safety set through several different areas (authorities and their regulations). Ministry competent for maritime affairs and its institutions (port authorities, Croatian Register of Shipping) have one of the major roles, as sealines safety is governed by the Maritime code and a special ordinance governing the laying and maintenance of the sealines. In the planning phase, this ministry and/or its institutions give consent on the proposed corridor and approval on design; they oversee the construction and laying processes, issue certificates of safety and oversee the maintenance. Ministry of environment and energy has a role in environment protection issues and EIA procedures on one hand, and in mining-related issues on the other. Ministry of construction and physical planning has a role in approving the location of the sealines. Finally, the new obligations stipulated by the Directive

2013/30/EU are under the competence of the intergovernmental competent authority for offshore safety. There is always room for improvement, especially in the coordination of all the stakeholders and updating the regulatory framework with upcoming issues and developments (life extension, decommission, inclusion of new technologies).

Maria Loizou, Cyprus: Cyprus has not a dedicated safety regulation about sealines. A combination of regulations is applied:

a) Subsea pipelines Regulations of 2014 (R.A.A. 579/2014) - construction and operation permitting
b) Offshore Protocol of the Barcelona Convention (Ratification Law 20(III)/2001) - environmental permitting (including safety measures) for pipelines connected to oil and gas exploitation installations.
c) Environmental Impact Assessment Law (127(I)/2018) - environmental approval for pipelines construction and operation.
d) Offshore oil and gas activities Regulations (R.A.A. 424/2015) - transposition of Offshore Directive 2013/30 - approval of major hazards report covering offshore pipelines within a 500m perimeter around a production installation.

Currently there is no sealines safety regulation covering operational safety. This issue could be improved by integration in existing laws or with new regulations (national or EU).

- **Do you believe that some best practices or guidelines on the matter should be shared in the international framework (EU or non-EU level)?**

David Dobrinic, Croatia: Of course, there is value in sharing best practices, either through projects like this, or through other means. The experience with handling the issues like life extension and decommissioning would be most interesting to us as the issues that we are starting to encounter more and more. In addition, best practices in using new technologies in issues like monitoring the state of pipelines would also be beneficial.

- **Which technical procedures do you suggest as more appropriate at technical level to monitor and maintenance of the sealines?**

- **Do you agree on the value of sharing sealines location by mapping to improve off shore safety activities? Which data can be actually shared, and how?**

David Dobrinic, Croatia: I agree that sharing these locations can be beneficial in the context of navigation safety or determining allowed fishing zones, and in planning new projects where existing infrastructure either is used or has to be taken in consideration. On

the other hand, it is understandable that some of these data can be seen as having a security risk connected to their sharing, so the decision whether to share the data and what to share depends on the specific national situation and approach to these issues and is unlikely that there will be one-size-fits-all solution. I believe that the trace data could be shared, but the final decision is on the owner of the data or authority dealing with data.

Maria Loizou, Cyprus Sealines mapping is a helpful tool in general. In particular, when any type of offshore activity is allowed, it is mandatory to have a wide knowledge of mapping of subsea installations (e.g. cables, pipelines) in order to avoid overlaps.
One issue of concern regarding the publication of maps is the geopolitical situation in each country. Therefore, the exact knowledge of mapping subsea installations that are vital for the welfare of a country should remain within the knowledge of the government to protect national security. The sharing of places could be the subject of a request (e.g. pipelines crossing).

- **How can research support the policy makers action to deploy studies and to ensure maximum safety on offshore activities?**

Maria Loizou, Cyprus Detailed information from researches, can help a country to apply specific conditions when issuing national practices and guidelines or even improve its relative national legislation.
Some examples of researches that can support the policy makers:

1. More detailed data/studies on parameters that are used in design process like: Wave height, period, directions; Current strength and directions; Wind strength and direction; Seawater temperature; Tidal differences Further detailed collection; Sea bed morphology/ geotechnical data; Environmental hazards such as slope instability, seismic activity, severe storm;
2. Software used for design and analyses (e.g. take into account more parameters or more complex cases);
3. More research on pipeline parameters, materials (new properties using more environmental friendly materials), installation and operating criteria and limitations (e.g. if any, under what conditions etc.) (e.g. Cyprus case-what can be safely applied in deep waters?);
4. Mammals interaction.

The possibility to share data, such as locations and mapping, due to the sensitivity of such information in the matter of national security, arose from the present countries, lacking of these data might however entail risks associated with infrastructures at sea.

It was underlined the importance of having a deep knowledge of the geohazard, such as sea currents, seabed conformation and so on, during

the positioning of the sealines at sea. Moreover, it appears relevant to develop a method to monitor such hazard during the life of the sealines. Towards this goal, some monitoring techniques were presented during the meeting, during the session dedicated to "Maintenance for a safe life extension ", which Rana spa, and Studio Pandolfi, laid out a method to manage digitally the status of the sealines, while DVN LG talked about replacements of system pressure test.

The outcome of the session dedicated to the regulatory framework highlighted that each country has procedure about certified engineering test on sealines, and that such practices should be shared.

During the finalizing of the project, the possibility of defining procedural guidelines, based on the opinions gathered, will be discussed, as well as the possibility of developing and identifying a case study in the Adriatic Sea. This is one of the main outcomes of the start-up action that will be also the focus of the third meeting in Egypt (date has been changed with respect to the one established in the proposal and which has yet to be established, compatibly with the commitments of all the partners).

Finally, all the results of the start-up action will be presented at Ecomondo, 5-8th of November 2019.

About the dissemination and communication of the initiative of Sealines start-up action, following the second meeting a twitter page about the Sealines project, SEALINES start-up action @Sealines was also opened, and two press release were provided one from HHRM, and one from the DGS UNMIG website:

- https://www.greekhydrocarbons.gr/news_en/PR_REL_240619_EN.html
- https://unmig.mise.gov.it/index.php/it/informazioni/notizie-e-faq/it/198-notizie-stampa/2036065-dgs-unimg-al-secondo-workshop-dedicato-alla-start-up-action-sealines

SECOND WORKSHOP PROGRAM

9.00 Registration

9.30 - 10.00 Welcome
Yannis Bassias, president Hellenic Hydrocarbon Resources Management

An introduction to Bluemed initiatives
Kalliopi Pagou, Bluemed CSA

Report on First Workshop Meeting
Giada Rossi, Ministry of Economic Development DGS-UNMIG

10.00 – 10.20 Session 1 "*Sealines Mapping Statistics from a country to a MED perspective*"

EMODnet Human Activities: mapping ocean uses in the EU, *Alessandro Pititto*, EMODnet

10.20 - 10.40 Session 2 "*The ecosystem, geohazards and sea dynamics in Sealines areas*"
Seabed Mapping and geophysical methods to monitor marine geohazards, *Andrea Carbulotto*, OGS

10.40 - 11.00 Session 3 "*Environmental Impact of Sealines: solution for maintenance, monitoring and alternative reuse*"
Role and perspective of carbon capture storage in energy sector: opportunities for sealines reuse, *Davide Di Battista*, University of Aquila

11.00 - 11.30 Coffee Break

11.30 - 12.00 Session 4 "*Maintenance for a safe life-extension*"
The digital innovation in the inspection of field infrastructures. The performance tracking and agile projecting of the maintenance operations with the design thinking methodology, *Orlando Pandolfi*, Studio Pandolfi; *Alessandro Buffa*, Rana S.p.A.

Replacement of system pressure test for submarine pipelines, *Olav Aamild*, DVN GL

12.00 – 12.45 Session 5 "*Regulatory approaches and best practices in the MED countries*"
Roberto Cianella, Italian Ministry of Economic Development, DGS-UNMIG

Maria Loizou, Ministry of Agriculture, Rural Development and Environment, Republic of Cyprus

David Dobrinic, Croatian Hydrocarbon Agency

Wendy Kennedy, Offshore Petroleum Regulator for Environment and Decommissioning, United Kingdom

12.45 – 13.00 Conclusions

Networking Coffee

EVENT DATA

Meeting date and duration	June 24th , 2019 (h. 09.00-14.00)
Venue	Royal Olympic Hotel, Athanasiou Diakou 28, Athens

Country	Greece

Participants				Organization Type/Designation (tick one column, if other please define)				
Name of Participant		Affiliation	Gender	Academia	NGO	Private Enterprise	Other	Specification
1.	Ilaria Antoncecchi	MiSE	F				X	Admin.
2.	Giada Rossi	MiSE	F				X	Admin.
3.	Marzia Bevilacqua	MiSE	F				X	Admin.
4.	Olav Aamild	DNV GL	M			X		Enterp.
5.	Eleftheria Antoniuo	Tech University Greece	F	X				Univ.
6.	Roberto Cianella	MiSE	M				X	Admin.
7.	Anastasios Asimas	Hellenic Coast Guard	M				X	Admin.
8.	Spyros Bellas	HHRM	M				X	Admin.
9.	Milos Bogdanovic	Montenegro Hydrocarbon	M				X	Admin.
10.	Marco Pacini	Rosetti Marino	M			X		Enterp.
11.	Nicola Mondelli	Basis Engineering	M			X		Enterp.
12.	Alessandro Buffa	Rana Spa	M			X		Enterp.
13.	Gad El-Qady	NRIAG	M				X	Research Centre
14.	Andrea Carbulotto	OGS	M				X	Research Centre
15.	Paolo Carrera	SAIPEM	M			X		Enterp.
16.	Dimitris Choritos	HHRM	M				X	Admin.
17.	Stavros Charitos	SAIPEM	M			X		Enterp.
18.	Charikleia Chourdaki	Environmental Protection engineering SA	F			X		Enter.
19.	Vasiliki Christidi	Environmental Protection engineering SA	M			X		Enter.

20.	Sofia Christoforou	Ministry of Environment and Energy Greece	F				X	Admin.
21.	Maria Chrysikopoulou	Ministry of Environment and Energy Greece	F				X	Admin.
22.	Elfride Corrubias VIllegas	DNV GL	F			X		Enterp.
23.	Marco Di Bartolomeo	University of L'Aquila	M	X				Univ.
24.	Roberto Di Silvestro	SAIPEM	M			X		Enter.
25.	David Dobrinic	Croatian Hydrocarbon Agency	M				X	Admin.
26.	Davide Di Battista	University of L'Aquila	M	X				Univ.
27.	Sofia Eleftheriadou	Ministry of Environment and Energy Greece	F				X	Admin.
28.	Marco Faleri	Edison	M			X		Enterp.
29.	Vagelis Filtris	HHRM	M				X	Admin.
30.	Ifigenia Fragou	Hellenic Petroleum SA	F			X		Enter.
31.	Artemis Galani	Civil Protection Greece	M				X	Admin.
32.	Wendy Kennedy	BEIS	F				X	Admin.
33.	Audry Banner	BEIS	F				X	Admin.
34	Olga Kakkava	HHRM	F				X	Admin.
35.	Athanasios Karayannis	Sybilla Consulting Engineers	M			X		Enterp.
36.	Maria Kountouli	HHRM	F				X	Admin.
37.	Magdalini Korakaki	EHS consultant	F			X		Enterp.
38.	Katerina Kostaki	HHRM	F				X	Admin
39	Nikolaos Barkas	HHRM	M				X	Admin.
40.	Yannis Bassias	HHRM	M				X	Admin.

41.	Hrvoje Goreta	INAGIP	M			X		
42.	Dimitrios Krokidis	Hellenic Petroleum Exploration and Production of Hydrocarbon SA	M			X		Enterp.
43.	Themistoclis Kyriacou	Department of labour Inspection, Cyprus	M				X	Admin.
44.	Michela Lavaggi	Studio Pandolfi	F			X		Enterp.
45.	Dimitrio Liaskos	Hellenic Police Headquarters	M				X	Admin.
46.	Maria Loizou	MOA Cyprus	F				X	Admin.
47.	Manuele Mainetti	Fores Engineering	M			X		Entrp.
48.	Vassilios Mamaloukas	Environmental protection Engineering SA	M			X		Enterp.
49.	Maria Matzakou	HHRM	F				X	Admin.
50.	Panagiotis Merkos	Ministry of environment and energy	M				X	Admin.
51.	Stefanos Metzidakis	Hellenic Police	M				X	Admin.
52.	Dionisios Michalakopuolos	HMEE/SSIGDI	M				X	Admin.
53.	Nikolaos Nannons	Hellenic Coast Guard	M				X	Admin.
54.	Kalliopi Pagou	Bluemed CSA	F				X	Admin.
55.	Ioannis Panagopoulos	Sybilla Consulting Eng. LTD	M			X		Enterp.
56.	Konstantinos Pandis	Hellenic Petroleum	M			X		Entrp.
57.	Orlando Pandolfi	Studio Pandolfi	M			X		Enterp.
58.	George Papacharabous	Hellenic Navy Seals	M				X	Admin.
59.	Alessandro Pititto	EMODnet	M				X	

60.	Aikaterini Plati	MLSI Cyprus	F				X	Admin.
61.	Fabrizio Santini	University of L'Aquila	M	X				Univ.
62.	Christoforos Skoufadis	Ministry of environment and energy	M				X	Admin.
63.	Stella Tsani	HHRM	F				X	Admin.
64.	Peolpidas Tserpelis	Ministry of environment and energy	M				X	Admin
65.	Vasilis Tsetoglou	Energean Oil and Gas	M			X		Enter.
66.	Angelos Tsirtis	Hellenic Police	M				X	Admin.
67.	Nicholas Wollacot	OPRED UK	M			X		Enterp.
68.	Stefanos Xanthopoulos	HHRM	M				X	Admin.
69.	Kostantinos Zinelis	Hellenic Fire Corps	M				X	Admin.

Total Male	47	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	22	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	**69**	4		23	39

FINANCIAL REPORT

Category	Item	Value
V	**Total Venue expenses**	2000
T	**Total Travel and Accommodation expenses**	3904
S	**Total Subsistence expenses**	0
D	**Total of Dissemination expenses**	120
	Total Expenses	6024

List of expenses	Item description	Quantity	Value euro	Category
1.	Catering and hotel	1	2000	S
2.	Accommodation and travel	10	3904	A
6.	Print brochure	60	120	D


European
Commission


blueMed

This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

Annex 2

Coordination and Support Action

Horizon 2020 - BG-13-2016
Grant Agreement 727453

"SEALINES Mediterranean Safety Network"
BLUEMED SUA 004

Sep. 30th, Oct.1st 2019 Third Meeting

in Milan, Italy

Submission date: 21-10-2019

Author: Ilaria Antoncecchi, Marzia Bevilacqua, Giada Rossi
Coordinator: Ilaria Antoncecchi

Start-up Action Title	SEALINES Mediterranean Safety Network
Coordinator (Lead Partner)	Ilaria Antoncecchi
Partnership Agreement No.	BLUEMED SUA 004
Contact Person/s	Ilaria Antoncecchi
Contact Details	ilaria.antoncecchi.ext@mise.gov.it +39 3453232152/ +39 0647052038
Report Nr.	3

CONTENTS

"SEALINES: towards innovative method and technologies.

From theory to practice – the feasibility study and policy recommendations".

The third SEALINES Start-up Action workshop was held in Milan, Italy. The meeting, was hosted by Basis Engineering September 30th, and by Eni SpA, October 1st.

The workshop focused on two main objectives:

- The common identification of a real case study
- The definition of the work to be done for the drafting of a feasibility study on the reuse of offshore infrastructures within the end of the project in December 2019, as foreseen in the project proposal.

As reported in the program of the event (attached), and as laid down in the proposal, the first day of workshop was structured in different sessions, whereas the second day, had scheduled very short presentations leaving most of the time to the working group to discuss and focus. In order to share the expectations of the BlueMed CSA for the ending of the project, most of the time of the two days was dedicated to brainstorming about specific aspects of an eventual real-case study to develop an actual feasibility study, and further possible contributions

First day meeting - September 30th

A brief report on the data and activities carried out by the Start-up action and the proposal for a feasibility study was laid out by Ilaria Antoncecchi, coordinator of the Start-up Action, from the Ministry of Economic Development DGS-UNMIG.

In the framework of the Start-up activities Margherita Cappelletto from the Bluemed CSA gave an overview about Bluemed med activities and their Implementation plans with a stress on the main expectations regarding the end of Start-Up Actions.

The first session was held by Mounir Ghribi, from OGS, Italian National Institute for Oceanography and Experimental Geophysics. Title of the presentation was: **"A MED-based high education- training program"** Illustrating an UFM (Union for the Mediterranean) labelled project for a high education training program about blue jobs involving sixteen Mediterranean countries. The project aims at promoting the creation of skills, knowledge and research in the field of Blue Economy, leading to "blue" careers and scientific research, by supporting the Euro-Mediterranean community of stakeholders of the Blue Economy through Higher Education and Research. The scope is to enhance shared knowledge of the Mediterranean basin in marine sciences and maritime sectors; promoting capacity building on the Blue Economy sectors and

knowle transferring among different stakeholders; boosting transferable skills and promoting employability for young professional and researchers in the Mediterranean; raising awareness on ocean governance, climate change and all challenges and opportunities related to the marine and maritime sectors; strengthening regional cooperation and networks on sustainable blue growth in the Euro-Mediterranean region.

Session 2 moved to **the technological aspects of Monitoring and Repurposing of Offshore Infrastructures.** First presentation was provided by Maria Mtazakou and Nikolas Barkas from HHRM (Hellenic Hydrocarbon Resources Management) who presented a **Conversation of an Offshore Platform into an Underground Gas Storage Facility** case study introducing the South Kavala Reservoir case currently leased to a Greek oil company and almost depleted,. The reservoir's estimated gas storage capacity is 720 ml m3, and thanks to its strategic location, on the Thracian Sea and close to TAP, IGP, it represents the best case scenario for gas storage. It was reported that regulation about conversion of a depleted reservoir in a gas storage facility has not yet been properly regulated in the European framework; currently each European country has its own regulatory directive.

Second presentation "Innovative **and Relocatable Monitoring System of Oil&Gas Seepage and Leakage in offshore Environments**" was delivered by Marzia Rovere CNR-ISMAR (National Research Council, Marin Science Institute). The system presented addresses the possibility to perform sealines ' maintenance and monitoring using in in-house ROV (remotely operated vehicle) integrated with geophysical devices and geological sampling tools, what the institute designed is an interdisciplinary source-diagnostic tool to monitor the sealines that involves sensor based measurements, gas and water sediment sampling.

The integration of gas gauge detectors will provide key information about the presence of dissolved substances which are diagnostic for possible leakages from the sealines or, alternatively, derived from natural emissions in the close proximity. Customized gas bubble sampling device will be used to characterize the composition of large-scale leakages. Chronic release of hydrocarbon gasses dissolved in the water column will be monitored by water sampling from the vessel paired with ROV sampling. Surface sediments will monitor the effect of hydrocarbon spill on the benthic environment. Through the composition of sediments will evaluate to what extent the fossil material has been actively re-introduced into modern biogeochemical cycles and ecosystem. Analyses encompass pH, Eh, t, grain size, total hydrocarbons, hydrocarbon indices, polycyclic aromatic hydrocarbons (petrogenic vs anthropic origin), heavy metals, TOC, stable C isotopes of bulk OC and biomarkers, P and N total.

Hrvoje Goreta, from Ina Jadran, Croatia, held the last speech for session 2 regarding **Sealines Underwater Surveys.** Starting with a brief overview on the statutory requirements for submarine pipelines systems in Croatia, the importance of regular survey was stated, objectives of sealines underwater surveys were laid out: identifying excessive pipe movements including expansions effects; establishing precise pipe route location; detecting mechanical damages to pipe, coating and anodes; identifying

any dangerous object or debris on or close the pipelines; checking performances; detecting possible leaks.

Session 3 concerned Environment Resilience, Natural Hazard and Climate Change Impact. Mohamed Elgabry, from NRIAG, Egyptian National Research Institute of Astronomy and Geophysics, provided an overview on the **Eastern Mediterranean Tectonic Dynamic and Geohazards**. The Southern-eastern Mediterranean is an active tectonic region, throughout history, the region has experienced several Geohazards, earthquake and severe tsunamis were recorded. The most hazardous events were 365 AD in Crete with Mw 8.5, 1222 in Cyprus with Mw 7 - 7.5 and 1303 in Rhodes Island with Mw8.0 respectively. The tsunamis caused widespread destruction and victims along the coastal cities as evidenced by available historical reports, geomorphology and paleo-tsunami investigations accomplished recently. Another Geohazards affecting local coasts are sea level rise, which is coupled in Nile delta with the soil subsidence. All of Hazards pose a higher risk due to higher vulnerability and exposure while have less in socio-economic resilience. Some case study for hazard and risk assessment is highlighted in this presentation. The urge for the implementation of early warning system for the coast of eastern Mediterranean is becoming an essential and urgent need.

Last presentation of the day was delivered from Silvia Ceramicola, from OGS, Italian National Institute for Oceanography and Experimental Geophysics, who presented **the Case Study of the Calabrian Apulian Margin, a Natural Laboratory for Marine Geohazards Assessment**. A good understanding of the geodynamics and geological processes that shaped the Ionian Calabrian Apulian, ICA, and continental margins has gained an extensive study through geophysical and geological explorations carried out in fifteen years. These studies revealed that ICA is tectonically active margins that underwent a number of variables tectonic and sedimentary process occurred in a relatively limited space and timeframe.

Final [illegible]sion, led by Ilaria Antoncecchi, defined firstly with the all Sealines group the proposal for a case study for the offshore platform reuse of an offshore infrastructure.

In particular, the idea shared is to test in the Adriatic Sea on a platform chosen between those in the listing of the Italian decommissioning plan, the possibility to reuse it as scientific research hub of an integrated green energy system. In this way there will be the opportunity to test new technologies for the renewable energy production, storage and transport and to understand the convenience through a cost/benefit evaluation in reusing existing infrastructures with respect to their decommission. Once the agreement on the idea with the Sealines partners a preliminary draft of the index of the feasibility study was shared in order to prepare the working groups of the 1st October meeting. The index drafted is the following:

- **INTRODUCTION**
- **DESCRIPTION OF THE CASE STUDY**
- **INFRASTRUCTURE MONITORING PROGRAM**
- **GEOHAZARD ASSESSMENT**
- **ENVIRONMENTAL ASSESSMENT & MONITORING**
- **RISK ANALYSIS (AT THE END OF OTHER CHAPTERS)**
- **REGULATION**
- **COMUNICATION PLAN AND SOCIAL ENGAGEMENT**
- **NEXT STEPS REASEARCH AND POLICY RECOMANDATIONS (AT THE END OF OTHER CHAPTERS)**
- **GEOGRAPHY FACTORS (AT THE END OF OTHER CHAPTERS)**

In the afternoon, there was the opportunity to organise a brief visit at the Office of Basis Engineering and Tecon S.p.A.

The workshop was held at Eni Laboratories, Bolgiano, Milano. The aim of the second day was the definition of a table of content for each chapter defined in the preliminary index, and to outline how to conduct the work for the feasibility study.

First presentation was by Silvia Grandi, DGS-UNMIG who presented **Reuse Opportunities for an Integrated Energy System and Updates**, reporting an overview on regulatory and status of Italian Decommissioning Program, presenting the Decommissioning Decree by the Italian government issued on Feb. 15th 2019.

After the presentation the platform on which will be conducted the feasibility study considering the opinion of the competent mining office (UNMIG) for infrastructure integrity for a possible reuse it (as published in BUIG of October 2019) and the type of platform, was defined.

Following these criteria the Azalea A platform was considered as the case study for the feasibility study of the project.

Some technical elements were also described in order to give an overview for the activities of the working table on the feasibility study.

Roberto Cimino, from Blue Growth Cluster BIG discussed the ongoing activities carried out by the Cluster, followed by Alessi, Eni, who provided a presentation about the offshore Circular Approach carried out by the company.

Later on four working groups were formed and started brainstorming on different aspects of the feasibility study proposed earlier:

- Technology and Engineering
- Environmental
- Environmental and Geohazards assessment
- Regulatory and communication

The working group discussion resulted in outlining subparagraph as it follows:

INTRODUCTION (IN CHARGE OF THE CHAPTER: ITALIAN MINISTRY MISE; CO-WRITERS: CNR; ROSETTI MARINO)-

BLUEMED FRAMEWORK AND START- UP ACTION (comparison with Strategic Research Innovation Agenda)

MEDITERRANEAN PECULIARITIES

ENERGY TRANSITION AND FOSSIL FUELS (evaluating different impacts from energy plans, climate policy etc…)

RESULTS OF SEALINES START-UP ACTION

DEFINITION OF THE IDEA AND FINAL OBJECTIVES TO BE ACHIEVED

DESCRIPTION OF THE CASE STUDY (IN CHARGE OF THE CHAPTER: ROSETTI MARINO; CO-WRITERS: MISE, ENI, EDISON, UNIVERSITY OF L'AQUILA, UNIVERSITY OF FIRENZE, POLYTECHNIC OF TURIN, HHRM ETC..).

INFRASTRUCTURES DESCRIPTION (important to analyse the last technical report)

REUSE OPERATIONS

ASSESSMENT OF KNOW-HOW AND TECHNOLOGIES TO BE USED

STATUS OF KNOW-HOW ABOUT TECHNOLOGIES

GAP ANALYSIS IN TERM OF TECHNOLOGIES AND KNOW-HOW

OPPORTUNITIES FOR THE BLUE JOBS AND SKILLS

COST AND TIME ANALYSIS

INFRASTRUCTURE MONITORING PROGRAM (IN CHARGE OF THE CHAPTER POLYTECHNIC OF TURIN, CO-WRITERS UNIVERSITY OF L'AQUILA, CNR, MISE, PANDOLFI&RANA, INA, ETC..

DESCRIPTION OF THE PROGRAM (WHEN, WHAT, WHERE etc…)

TECHNOLOGIES USED

NEW TECHNIQUES TO APPLY

MONITORING PLAN

GEOHAZARD ASSESSMENT IN CHARGE OF THE CHAPTER: OGS, CO-WRITERS CNR, EGYPT, TUNISIA, MISE, ETC.

DESCRIPTION OF THE STUDY AREA: seismology, tsunami

AVAILABLE DATA

GEOHAZARD KNOWLEDGE

SUBSIDENCE ASSESSMENT AND MONITORING

ADAPTATION AND MITIGATION PLAN

ENVIRONMENTAL ASSESSMENT & MONITORING (IN CHARGE OF THE CHAPTER CNR, CO-WRITERS MISE, EGYPT, TUNISIA, CROATIA, UK, OGS)

ECOCONCEPTION

WATER DYNAMICS

NOISE

POLLUTION

SEA BOTTOM AND SEDIMENTS

ATMOSPHERE

RISK ANALYSIS (AT THE END OF OTHER CHAPTERS)

REGULATION (IN CHARGE OF THE CHAPTER: MISE, CO-AUTHORS: CROATIA, UK, GREECE, CYPRUS, OGS)

EXISTING INTERNATIONAL REGULATORY FRAMEWORK

ITALIAN REGULATORY FRAMEWORK

NEEDS OF BEST PRACTICES: ownership; investment for maintenance; CA; liability

COMUNICATION PLAN AND SOCIAL ENGAGEMENT (IN CHARGE OF THE CHAPTER: MISE, CO-AUTHORS: UK, GREECE, CROATIA, CYPRUS)

BACKGROUND AND GOALS (e.g. increasing knowledge about energy, sharing of data)

MEANS (social media, press releases)

AWARNESS (social impact about positive results of the project for reducing of pollutions and gas emissions, CIRCULAR ECONOMY)

REPUTATION: (social impact about positive results of the project for reducing of pollutions and gas emissions, CIRCULAR ECONOMY)

PLANNING of training for blue growth

PLANNING to improve of social engagement on the case study proposal and its outcomes on BLUEMED

NEXT STEPS REASEARCH AND POLICY RECOMANDATIONS (AT THE END OF OTHER CHAPTERS)

GEOGRAPHY FACTORS (AT THE END OF OTHER CHAPTERS)

In the afternoon the group had the chance to visit Eni laboratories.

SCOPE

According to the structure of the meeting and the participants involved, the SEALINES third workshop meeting strongly contributed to the scope of expansion and merge of networks, towards a Mediterranean interdisciplinary one, composed of high-level experts/stakeholders.

In fact experts on the matter, administrative representatives, companies, and researchers, have contributed to the meeting outcome.

The important interaction developed during the previous workshops between administration, research centres, academic and private enterprise from European and Mediterranean Countries (*Challenge A*) has been enhanced. The consolidated interaction of the start-up action partners resulted in the well-blended working groups. Discussion on reuse option, consideration of geohazards, new technologies, and international confrontation on best practices fulfilled SRIA *challenges* E1, E2 and D. The feasibility study drafted meets the goal sustainable management and efficient use to precede forward and far reaching transaction from traditional maritime economy to blue growth activity.

OUTCOME

Third workshop focused on the drafting of a Proposal for a Feasibility Study. The lack of a homogenous legislation and approach throughout Europe regarding decommissioning and reuse was again reported, as long as efficient and valid proposal on creating a scientific research hub for an integrated green energy system on an offshore platform.

During the two days meeting followers of the Start-up action were updated on the Twitter page @SealinesA, also a press release was issued on DGS UNMIG website:

https://unmig.mise.gov.it/index.php/it/informazioni/notizie-e-faq/it/198-notizie-stampa/2036076-sealines-towards-innovative-methods-and-technologies

Workshop program

30 September 2019, 10.00 -17.00
At Basis Engineering S.p.a
F7, Road 1, 20090 Milano Fiori - Assago

10.00 -10.30 Registration & Welcome Coffee

10.30 -10.45 Welcome and presentation and Safety Induction
Basis Engineering S.p.A., D. Belmonte

10.45 - 11.00 Sealines start-up action Ongoing Activities and Developments
Start-up Action coordinator, I. Antoncecchi

11.00 -11.15 BLUEMED Initiatives and Implementation
CNR, M. Cappelletto

SESSION 1 "MED-based high education-training program"

11.15 – 11.30 BLUE Skills, a UFM labelled project for school serving in the Mediterranean
ICAP- OGS, M. Ghribi

SESSION 2 "Innovative Technologies for Monitoring and Repurposing of Offshore Infrastructures

11.30 – 11.45 Conversions of an offshore platform into an underground gas Storage facility
HHRM, K. Kostaki

11.45 - 12.00 *Innovative* and Relocatable Monitoring System of Oil&Gas Seepage and Leakages in Offshore Environments
CNR-ISMAR, M. Rovere

12.00 - 12.15 *Sealines* Underwater Surveys
INA Jadran, Hrvoje Goreta

SESSION 3 "Environment Resilience, Natural Hazard and Climate Change impact"

12.15 – 12.30 *Eastern* Mediterranean Tectonic Geodynamic and Geohazards
Director of NRIAG, Gad-El Qady

12.30 – 12.45 The case study of the Calabrian Apulian margin (Italy): a natural laboratory for marine Geohazards assessment
GEOS-OGS, S. Ceramicola

12.45 – 13.45 Light Lunch

13:45-14:00 *Tour* introduction at Basis and Tecon

14.00 - 15.00 Tour of Basis and Tecon S.p.A.

15.00– 15.10 Conclusions

1 Ottobre 2019, 09.30- 17.00
Eni S.p.A.
Via Maritano, 26
20097 San Donato Milanese MI
BOLGIANO AUDITORIUM

09.30 - 10.15 Registration and welcome coffee

10.15 -10.30 Greetings

10.30 - 10.45 Reuse opportunities for an integrated energy hub
Italian Ministry of Economic Development – DGS UNMIG, S. Grandi

10.45 - 11.15 Cluster BIG activities overview
ENI, R. Cimino

11.15 - 11.45 *Blue economy in the Mediterranean: Eni circular offshore approach*
ENI, A. Riva e A. Alessi

11.45 - 13.00 Feasibility Study Proposal Implementation

- WG1 –Technology and engineering test
- WG2 - Geohazards and Environmental Assessments
- WG3 – Regulation and Best Practices

13.00 - 13.15 Conclusions

15.00 - 17.00 *Visit* to Eni's Laboratories (Bolgiano)

Meeting date and duration	September 30th , 2019 (h. 10.00-16.00)
Venue	Basis Engineering, strada7, Milanofiori, MI
Country	Italia

Participants				**Organization Type/Designation (tick one column, if other please define)**				
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**	**Specification**
1.	Ilaria Antoncecchi	MiSE	F				X	Admin.
2.	Anna Serpolla	Eni	F				X	Enterp.
3.	Azzellino Arianna	Politecnico di Milano	F	x				Univer
4.	Balestrino Francesco	Saipem	M			X		Enterp.
5.	Banner Audrey	BEIS	F			x		Enterp.
6.	Barkas Nikolas	HHRM	M				X	Admin.
7.	Bedarida Susanna	Eni	F				X	Enterp.
8.	Bejaoui Béchir	INSTM	M				X	Resear.
9.	Bevilacqua Marzia	MiSE	F				X	Admin.
10.	Catania Felice	Politecnico di Torino	M	X				Unive.
11.	Ceramicola Silvia	OGS	F				X	Resear.
12.	Davide Di Battista	Università dell'Aquila	M				X	Univer.
13.	Gad El-Qady	NRIAG	M				X	Resear.
14.	Dobrinic David	AZU	M				X	Admin.
15.	Elgabry Mohamed	NRIAG	M				X	Resear.
16.	Faleri Marco	Edison	M			X		Enterp.
17.	Ghribi Mounir	OGS	M				X	Resear.
18.	Goreta Hrvoje	INA	M			X		Enter.
19.	Grandi Silvia	MiSE	F				X	Admin.
20.	Kennedy Wendy	BEIS	F				X	Admin.
21.	Lanfredi	Politecinco di	F	X				Univer.

	C	Milano						
22.	Matzakou Maria	HHRM	F				X	Admin.
23.	Mercorella Alessandra	CNR-ISMAR	F				x	Resear.
24.	Mondelli Nicola	Basis	M			X		Enter.
25.	Pacini Marco	Rosetti Marino	M			X		Enterp.
26.	Pirozzi Valentina	SAIPEM	F			X		Enterp.
27.	Rovere Marzia	CNR-ISMAR	F				X	Resear.
28.	Simonetti Irene	Universita di Firenze	F	X				Univer.
29.	Vanicek Vlatka	AZU	F				X	Admin.
30.	Vico Giuseppe	MiSE	M				X	Admin.
31.	Vittorini Diego	Università dell'Aquila	M	X				Univer.
32.	Rolandi Laura	EDISON	F			X		Enterp.
33.	Ferrero Sergio	Politecnico di Torino	M	X				Univ.
34	Albani Danilo	Eni	M			X		Enterp.
35.	Castino Giovanni	Saipem	M			X		Enterp.
36.	Zaaboub Nouredinne	INSTM	M				X	Resear.

Total Male	19	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	17	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	**36**	6		10	20

Meeting date and duration	October 1st , 2019 (h. 10.00-16.00)
Venue	Eni Laboratories via Felice Maritano 24, San Donato Milanese, MI
Country	Italia

Participants				**Organization Type/Designation (tick one column, if other please define)**				
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**	**Specification**
1.	Ilaria Antoncecchi	MiSE	F				X	Admin.
2.	Anna Serpolla	Eni	F				X	Enterp.
3.	Cavanna Pietro	Edison	M			X		Enterp.
4.	Balestrino Francesco	Saipem	M			X		Enterp.
5.	Banner Audrey	BEIS	F			x		Enterp.
6.	Barkas Nikolas	HHRM	M				X	Admin.
7.	Bedarida Susanna	Eni	F				X	Enterp.
8.	Bejaoui Béchir	INSTM	M				X	Resear.
9.	Bevilacqua Marzia	MiSE	F				X	Admin.
10.	Catania Felice	Politecnico di Torino	M	X				Unive.
11.	Ceramicola Silvia	OGS	F				X	Resear.
12.	Davide Di Battista	Università dell'Aquila	M				X	Univer.
13.	Gad El-Qady	NRIAG	M				X	Resear.
14.	Dobrinic David	AZU	M				X	Admin.
15.	Elgabry Mohamed	NRIAG	M				X	Resear.
16.	Faleri Marco	Edison	M			X		Enterp.
17.	Ghribi Mounir	OGS	M				X	Resear.
18.	Goreta Hrvoje	INA	M			X		Enter.
19.	Grandi Silvia	MiSE	F				X	Admin.
20.	Kennedy Wendy	BEIS	F				X	Admin.
21.	Cimino Roberto	ENI	M			X		Enterp.

22.	M… Maria	HHRM	F				X	Admin.
23.	Mercorella Alessandra	CNR-ISMAR	F				x	Resear.
24.	Riva Alessandro	Eni	M			X		Enter.
25.	Pacini Marco	Rosetti Marino	M			X		Enterp.
26.	Marchionna Mario	SAIPEM	M			X		Enterp.
27.	Rovere Marzia	CNR-ISMAR	F				X	Resear.
28.	Simonetti Irene	Universita di Firenze	F	X				Univer.
29.	Vanicek Vlatka	AZU	F				X	Admin.
30.	Vico Giuseppe	MiSE	M				X	Admin.
31.	Vittorini Diego	Università dell'Aquila	M	X				Univer.
32.	Rolandi Laura	EDISON	F			X		Enterp.
33.	Ferrero Sergio	Politecnico di Torino	M	X				Univ.
34	Albani Danilo	Eni	M			X		Enterp.
35.	Castino Giovanni	Saipem	M			X		Enterp.
36.	Zaaboub Nouredinne	INSTM	M				X	Resear.
37.	Titone Enzo	ADL OMC	M			X		Enterp.
38.	Mauro Salvatore	Eni	M			X		Enterp.
39.	Movileanu Daniel	Basis	M			X		Enterp.

Total Male	47	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	22	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	**39**	4		15	20

FINANCIAL REPORT

Fill in below table accordingly. All claims should be in the Euro € currency. Eligibility criteria of costs and funding procedure is described in terms of reference document under section 6.

Category	Item	Value
V	**Total Venue expenses**	0
T	**Total Travel expenses**	7843.13
S	**Total Subsistence expenses**	880.00
A	**Total Accommodation expenses**	5328.00
D	**Total of Dissemination expenses**	956.66
	Total Expenses	**15.013**

List of expenses	Item description	Quantity	Value euro	Category
1.	Catering	2	880	S
2.	Hotel	32 nights	5328	A
3.	Travel	15 people	7343	T
4.	Transfer service	20 people	500	T
5.	Dissemination Brochure poster badge	100 brochure 2 poster A3 50 badge	295	D
6.	Agency fee		661	D

BlueBoatsMed

Webinar

14 May 2019
(2:00-5:00 pm)

1. Context

Cruise and recreational boating in the Mediterranean have experienced rapid changes over the last decade. The cruise industry has experienced a significant expansion with passenger traffic in major Mediterranean cruise ports increasing by more than 18% throughout 2008-2017 (Med Cruise). The recreational boating sector is undergoing structural changes with a general slight downturn of new boat orders at the global level and at the same time doubling of global orders of mega-yachts (>60 m) between 2007 and 2014, of which approximately 50% sail in the Mediterranean (Boat International). Both sectors, while experiencing different development paths, are key tourism sectors, raising significant environmental and inclusion challenges. Further expansion and structural change can be expected in both sectors around the Mediterranean where opportunities for fostering a blue economy need to be seized. While sizeable research has been conducted on cruise and tourism in the Mediterranean and promising innovations tested, research and innovation findings remain fragmented among many stakeholders and projects, including a number of recent or on-going initiatives. In 2011, Plan Bleu, Regional Activity Centre of the Mediterranean Action Plan, presented a general study including a future outlook on both sectors (Plan Bleu, 2011). However, much research and innovation has taken place since then and deserve to be further capitalized on, in the context of regional foresight. The climate change context in the region will be fully considered.

2. Objective

The proposed Start-Up Action will bring together stakeholders with complementary expertise on the cruise and recreational boating sectors, involved in separate on-going initiatives, to:

a. Trends. Analyze and evaluate the prospects for further and sustainable expansion in the cruise and recreational boating sectors in the Mediterranean, based on partners' knowledge and on-going research.

b. Stakes. Agree on up to 4 main environmental or societal challenges associated with such expansion (i.e. challenges linked to the rapid changes the cruise and recreational boating sectors are undergoing and expected to experience in the upcoming years).

c. Promising innovations and conditions for scaling up. For each selected challenge, present up to 3 promising innovations through case studies; discuss the potential and readiness for further uptake of these innovations, and identify the main instruments (or policy mixes) necessary to accompany these transitions in the short, medium and long terms.

d. Guidelines. Contribute to outlining and designing guidelines for a sustainable and inclusive cruise and recreational boating sector, including yachting, in the Mediterranean.

3. Tentative agenda

The webinar will be divided into three sections:

1st SECTION: providing a first analysis of prospects for further and sustainable expansion in the cruise and recreational boating sectors in the Mediterranean, based on partners' knowledge and on-going research;

- *PRESENTER 1:* recent and future trends in the sector (cruise, recreational boating including yachting), including quantitative data and mapping of existing tools (max 15 minutes).
    - Alejandro González Domingo, eco-union, Spain
    - Thomas Corona, Marseille Provence Cruise Club, France
- Q&A

2nd SECTION: providing an overview of the main challenges (in bold) associated with the undergoing and expected expansion of the **cruise and recreational boating sectors, including yachting**.

- *PRESENTER 2*: present the main environmental and socio-economic impacts/stakes & drivers when it comes to **waste management**;
- *PRESENTER 3*: present the main environmental and socio-economic impacts/stakes & drivers when it comes to **air pollution (in particular in ports)**;
    - Alejandro González Domingo, eco-union, Spain
- *PRESENTER 4*: present the main environmental and socio-economic impacts/stakes & drivers when it comes to **noise and/or grey water**;
- *PRESENTER 5*: present the main environmental and socio-economic impacts/stakes & drivers when it comes to **biodiversity conservation (e.g. anchoring, mooring, recreational fishing, maritime traffic, etc.)**;
    - Alejandro González Domingo, eco-union, Spain
    - Fabio Badalamenti, CNR-IAS, Italy
    - Christoph Schröder, European Topic Centre - University of Malaga, Spain – *Reducing pressures from the sectors within MPAs; ecosystem-based management approaches at ecoregional scales; innovation and smart actions for sustainable nautical tourism in the Mediterranean*
    - Raffaele Mancini, Plan Bleu, France
- *PRESENTER 6*: present the main environmental and socio-economic impacts/stakes & drivers when it comes to **energy efficiency**;
- *PRESENTER 7*: present the main environmental and socio-economic impacts/stakes & drivers when it comes to **vulnerability of local coastal economies**.

(max. 7 minutes each presentation)

3rd SECTION:

- Discussion (60 minutes):

    - out of the above challenges (in bold), agreeing to address up to 4 of them and introduce promising innovations (illustrated by case studies) to address them. Such innovations will be discussed and analyzed in the following face-to-face brainstorming session (Genova, 19 June)

- Wrap up & Conclusions (15 minutes)

BlueBoatsMed

Foresight on cruise & recreational boating, their potential for transition towards a blue economy in the Mediterranean and associated environmental challenges

Results matrix

of the 1st Webinar:

Identifying major trends, key challenges and promising innovations in the cruise and recreational boating sectors

May 14th, 2019 2:00-5:00 pm

Presentations of the webinar available here:

https://www.dropbox.com/sh/jp17mp8a0pwdy6m/AAD-mysgqBoxmhzjJtHQf2jSa?dl=0

Participants: Fabio Badalamenti (CNR, Italy), Amélie Bataille (CNRS/ Bluemed CSA, France), Jean-François Cadiou (Ifremer, France), Alberto Cappato (Porto Antico Genova, Italy), Thomas Corona (Marseille Cruise Club, France), Marjan Dumanic (RERA, Croatia), Slim Gana (SPA/RAC, Tunisia), Andrea Lotesoriere (European Boating Industry, Belgium), Raffaele Mancini (Plan Bleu, France), Sylvain Petit (PAP/RAC, Croatia), Christoph Schröder (ETC-UMA, Spain), Lina Tode (Plan Bleu, France)

Trends	**Challenges** (applying to both cruising and recreational boating)	**Innovations** (applying to both cruising and recreational boating)
<u>Cruise</u> - N° of passengers, n° of passenger movements (8.6 million in 2000 vs. 28 in 2018) and size of vessels growing and expected to continue to grow, 5 ports with more than 3000 pax/call on average, 8 ports with more than 1 million passengers/year[1] - Off-season cruising growing in some ports - High season = May-Oct (70% of pax movements and 80% of calls) with October being the highest - Cruising is mostly and increasingly concentrated in the West Med (75%) - The sector is vulnerable to geopolitical/security issues - Public investment in ports does not always imply local return on investment. The economic impact of embarking/ disembarking passenger is different than that of a transit passenger. The distributional effects of revenues from cruising and negative impacts from cruising seem to be inequitable. **<u>Recreational boating and yachting</u>** - N° of mega yachts (more than 34 m long) increasing: 5373 in 2018 in the world (just over 2000 in 1999, 4463 in 2012), out of which 70% are sailing in the Med all the year, with the phenomenon of seasonal transfer of mega yachts between the Med and the Caribbean having very much declined. The yachts stay in the Med - The cost of a mega yacht ~ 1 million per meter. Mega yachts have a considerable economic impact on ports = about 10% of the yacht's value/year for insurance, fuel, dockage fees, maintenance, crew, etc. - Mega yachts have increasingly good facilities to manage environmental problems - The average age of owners of recreational boats is increasing and getting old. There will be a discontinuity between generations of boat owners - There are changes in the use of recreational boats: (i) emergence of "Air Bnb"-type	Safeguarding ecosystems and biodiversity	- Establish authorization procedures to sail in highly sensitive areas and linked buffer zones, including carrying capacity control (limit n° of permits, visitors, moorings, …) - Local mobility solutions in cruise destination cities - Use citizen science and involvement for monitoring *Posidonia oceanica* and other sensitive marine habitats /species and increase awareness on impacts of anchoring - Regulate anchoring type (mooring to buoys, on sandy ground) and promote the use of innovative ecological anchors (see start-up from Marseille) - Promote "smart boats": environmentally friendly management of the boat that is connected to technology and applications (see application in Balearic Islands for anchoring)
	Ensuring that boating and cruising do not adversely impact local socio-economic systems and that benefits are shared in an equitable way	
	Ensuring acceptable air quality and limiting air pollution	- Speed restrictions (reducing noise/ emissions/collisions(?) and reduce fuel costs) - ECA/SECA - Shore power for cruise vessels and recreational boats/ yachts - LNG- fueled cruise vessels

[1] The webinar highlights that there is an issue of data interpretation (use of different indicators to measure the dynamics of the cruise industry), which is key especially because strategic decisions and investments flows are based on such data

Trends	**Challenges** (applying to both cruising and recreational boating)	**Innovations** (applying to both cruising and recreational boating)
business models for boats (change from ownership to experience), (ii) boats go out sailing only around 10 times/year and stay at the marina most of the time, sometimes used rather as a holiday home (phenomenon comparable to that of camping caravans decades earlier). Marinas become parking lots for boats instead of being sources of territorial development, (iii) increase of organized week-end sailing trips - Increasing number of related services proposed to boaters - Refit and repair industry is a significant sub-sector and is becoming increasingly important: Italy is the world's top country, followed by USA, France, Spain and Greece - Outboard engines are developing - Increase of hybrid and electric propulsion	Promoting a circular economy of boats and related equipment (boats being abandoned inland or sunk in the sea)	- Smart marinas (digitalization for advanced and diversified offer of services)

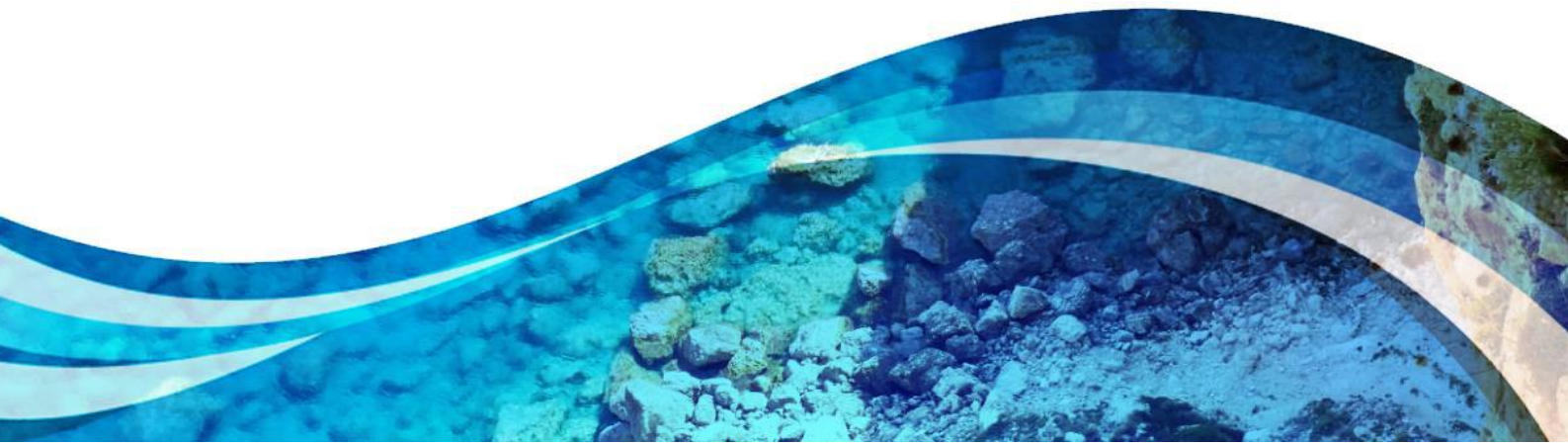
This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

Coordination and Support Action

Horizon 2020 - BG-13-2016
Grant Agreement 727453

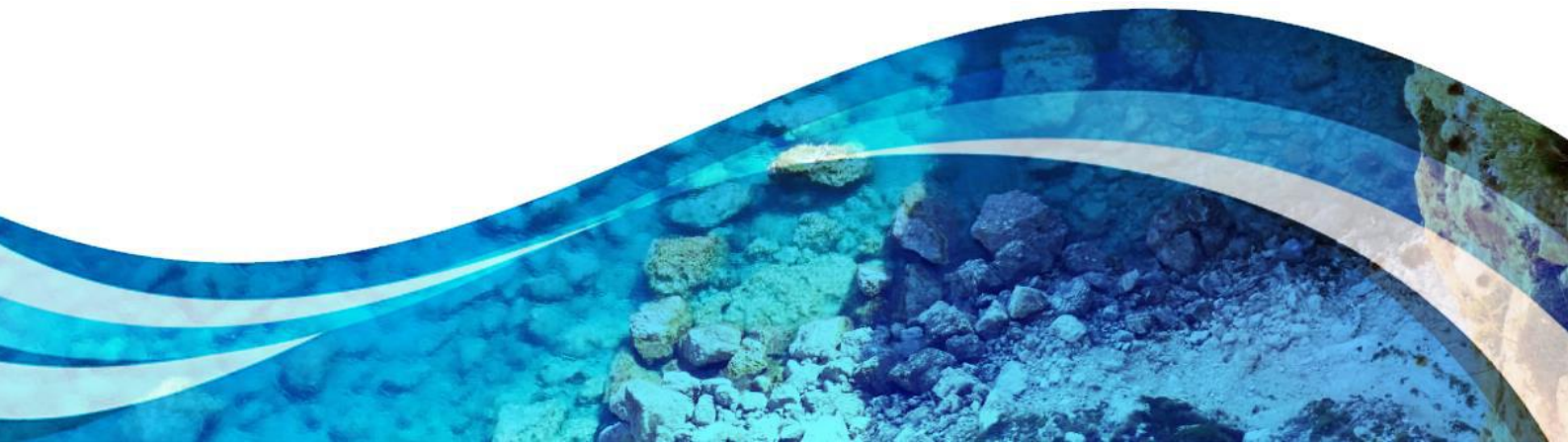
"Start-up Action Meeting (BlueBoatsMed)" (BlueMed SUA 003)

Cruise & recreational boating in the Mediterranean, their potential for transition towards a blue economy and associated environmental challenges



This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

Start-up Action Title	BlueBoatsMed
Coordinator (Lead Partner)	Plan Bleu
Partnership Agreement No.	BlueMed SUA 003
Contact Person/s	Lina Tode
Contact Details	ltode@planbleu.org
Report Nr.	3



This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

DESCRIPTION OF EVENT

The workshop was designed as a brainstorming exercise. Participants were selected among national and regional stakeholders engaged in recently closed or on-going projects/initiatives in the cruise and recreational boating sectors. All of them are carriers of different but complementary expertise, perspectives and responsibilities towards the two sectors. The workshop was built on the results of the face-to-face meeting held in Genova last June and the webinar organized in April.

The workshop was the opportunity to amend, further develop and consolidate the innovations identified for effectively addressing the main challenges agreed upon. The discussion focused on conditions and levers necessary to disseminate these innovations as well as their potential to be scaled up for facilitating the transition to the sustainability of the sectors.

Moreover, participants discussed the added value of collectively elaborating sustainability guidelines for two sectors building on existing projects, initiatives and studies. Likewise, participants showed their availability to provide inputs to initiatives dealing with the sustainability of the two sectors (e.g. MED2050 foresight study).

EVENT AGENDA

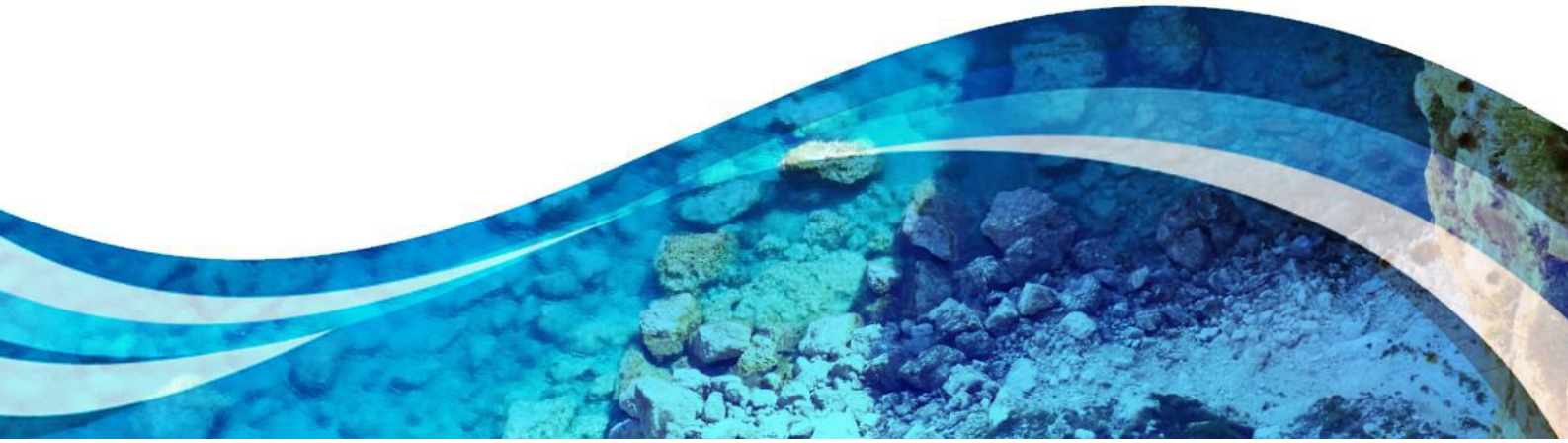
08.30-09.00 *Registration*

09.00-09.30 BlueBoatsMed presentation, including results matrix

09.30-10.00 Discussion, amendments and validation of the results matrix

10.00-10.15 Overview of PHAROS4MPAs' recommendations to the cruise sector

10.15-10.40 *Coffee break*



10.40-13.00 Working groups session (one per identified challenge)[1]. Looking at the latest version of the results matrix, each group will:

- Discuss how to disseminate and scale-up the identified innovations against existing gaps and bottlenecks such as decision-making mechanisms, investments, etc;
- Propose structure/methodology/main elements of potential "guidelines" on sustainable cruise and recreational boating.

13.00-14.30 *Light lunch*

14.30-15.30 Report from the working groups to the plenary

15.30-16.30 Plenary discussion (coffee break during the discussion)

16.30-16.45 After BlueBoatsMed: MED2050 for a common vision of the cruise and recreation boating sectors in the Mediterranean

16.45-17.00 Final remarks and conclusions

19.30 *Cocktail*

SCOPE

The project has succeeded in opening a multi-stakeholder space of debate and exchange about cruise and recreational boating sectors in the Mediterranean. This allowed identifying the main trends of the two sectors, the main environmental and/or socio-economic challenges linked to their expected expansion as well as a number of innovations that could tackle them.

The workshop held in Marseille was the opportunity to advance along this path and further discuss validity and role of such innovations as well as how to support their dissemination and upscaling throughout the Mediterranean.

[1] Working group session (each WG addressed one challenge):
• Working Group 1: Safeguarding ecosystems and biodiversity
• Working Group 2: Ensuring acceptable air quality and limiting air pollution
• Working Group 3: Ensuring that boating and cruising do not adversely impact local socio-economic systems, and that benefits are shared in an equitable way, and promoting a circular economy of boats and related equipment

This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

OUTCOMES

The outcomes of the project have so far been documented in form of matrices, planned to be developed into more narrative outputs in a next step.

IDENTIFICATION OF TRENDS, 4 CHALLENGES AND RELATED INNOVATIONS

Trends	**Challenges** (applying to both cruising and recreational boating)	**Innovations** (applying to both cruising and recreational boating)
<u>Cruise</u> - N° of passengers, n° of passenger movements (8.6 million in 2000 vs. 28 in 2018) and size of vessels growing and expected to continue to grow, 5 ports with more than 3000 pax/call on average, 8 ports with more than 1 million passengers/year[2] - Off-season cruising growing in some ports - High season = May-Oct (70% of pax movements and 80% of calls) with October being the highest - Cruising is mostly and increasingly concentrated in the West Med (75%) - The sector is vulnerable to geopolitical/security issues - Public investment in ports does not always imply local return on investment. The economic impact of embarking/ disembarking passenger is different than that of a transit passenger. The distributional effects of revenues from cruising and negative impacts from cruising seem to be inequitable. <u>Recreational boating and yachting</u> - N° of mega yachts (more than 34 m long) increasing: 5373 in 2018 in the world (just over 2000 in 1999, 4463 in 2012), out of which 70% are sailing in the Med all the year, with the phenomenon of seasonal transfer of mega yachts between the Med and the Caribbean having very much declined. The yachts stay in the Med	Safeguarding ecosystems and biodiversity	- Establish authorization procedures to sail in highly sensitive areas and linked buffer zones, including carrying capacity control (limit n° of permits, visitors, moorings, …) - Local mobility solutions in cruise destination cities - Use citizen science and involvement for monitoring *Posidonia oceanica* and other sensitive marine habitats /species and increase awareness on impacts of anchoring - Regulate anchoring type (mooring to buoys, on sandy ground) and promote the use of innovative ecological anchors (see start-up from Marseille) - Promote “smart boats”: environmentally friendly management of the boat that is connected to technology and applications (see application in Balearic Islands for anchoring)
	Ensuring that boating and cruising do not adversely impact local socio-economic systems and that benefits are shared in an equitable way	

Trends	Challenges (applying to both cruising and recreational boating)	Innovations (applying to both cruising and recreational boating)
- The cost of a mega yacht ~ 1 million per meter. Mega yachts have a considerable economic impact on ports = about 10% of the yacht's value/year for insurance, fuel, dockage fees, maintenance, crew, etc. - Mega yachts have increasingly good facilities to manage environmental problems - The average age of owners of recreational boats is increasing and getting old. There will be a discontinuity between generations of boat owners - There are changes in the use of recreational boats: (i) emergence of "Air Bnb"-type business models for boats (change from ownership to experience), (ii) boats go out sailing only around 10 times/year and stay at the marina most of the time, sometimes used rather as a holiday home (phenomenon comparable to that of camping caravans decades earlier). Marinas become parking lots for boats instead of being sources of territorial development, (iii) increase of organized week-end sailing trips - Increasing number of related services proposed to boaters - Refit and repair industry are significant sub-sectors and are becoming increasingly important: Italy is the world's top country, followed by USA, France, Spain and Greece - Outboard engines are developing - Increase of hybrid and electric propulsion	Ensuring acceptable air quality and limiting air pollution Promoting a circular economy of boats and related equipment (boats being abandoned inland or sunk in the sea)	- Speed restrictions (reducing noise/ emissions/collisions(?) and reduce fuel costs) - ECA/SECA - Shore power for cruise vessels and recreational boats/ yachts - LNG- fueled cruise vessels - Smart marinas (digitalization for advanced and diversified offer of services)

1. Innovations to tackle the challenge "Safeguarding ecosystems and biodiversity"

	Main environ-mental/ societal objective / benefit	Pilot		Potential for dissemination		Potential to significantly reduce impact (high, medium, limited, very limited)	Term (short, medium, long)	Key conditions & levers for dissemination			Potential to inspire guidelines
		Location	Contact of implementing institution	Readiness	Ubiquity			Key conditions	Stakeholders to take initiative	Nature of accompanying instrument[3]	
Innovation 1	Floating anchoring (Protect)	MPA Portofino and Kuriat area (to be implemented)	Management Consortium	Ready	Easily transferable sites (Calanque)	High	Since now	Existence of this system in the management plan Information of the user (see Innovation 9) Enforcement Local adaptation of technique Regulatory framework	Higher level authority Local authority coast guard boats owners local NGOs (x communication) MPA	Public awareness Communication Showcasing	yes
Innovation 2	Ecological anchor (Protect Posidonia)	MPA Calanque	Private enterprise	Patent existence	Yes, high potential	High	Available				
Innovation 3	Electric engine x ferry boats to reduce emission and noise	MPA Portofino	Management consortium	Not ready	A bit expensive	High	Long	Financial resources for infrastructure and ship equipment (similar to terrestrial e-services)	Management Consortium Local authorities Port authorities	Economic instruments Communication Pilot visits	no

[3] legal, economic, informational, institutional, financial…

								Obligation when offering ferry services in public contracts Obligations use e-engines for specific trips/ destinations and sensitive habitats/zones			
Innovation 4	Engagement of cruise company in water monitoring	All over the Med	Cruise company	Not ready but already existing for ferry boats	Easily implementable everywhere	limited	Short/medium	Equipment paid by the company Train crew or hosted observer Label/recognition => greenwashing	Cruise company research/scientific actors Cruise tourists	Lobbying/Economic (recovery of investments) Citizen Science for awareness raising	no
Innovation 5	Ensure the financial viability of MPAs (Trust)	All MPAs	Local Authority	Difficult	Yes	High	Medium/long	Regulatory framework (taxes)	Legislators	Tax scheme (to be discussed with MedPAN)	no
Innovation 6	Reduce underwater noise and disturbance	MPA Portofino	Management Consortium	ready	Other Liguria MPAs	High	Medium-long	See Innovation 3, Speed control Knowledge about sea habitats Improve knowledge of noise mapping and impact studies and make it available	EC funding, research	Regulatory framework (protocol of conduct)	yes
Innovation 7	Fuel engine to feed batteries (approaching maneuvering) TO BE	Not yet put in place?		Not ready		Medium	Medium / long		Cruise companies		

	FURTHER ELABORATED										
Innovation 9	Direct sanctioning for mooring on Posidonia and mobile app to book moorings	Balearic Islands		ready	Replicable	High / medium	medium	Unify regulations for Posidonia-anchoring all through the Med	Legislators / policy-makers	Regulatory framework	yes
Innovation 9b	General information about information of zoning and restriction						Standardized information of o Zoning o Restrictions o Uses o Behavior Interoperability with common navigation software		MPA managers, National ministries/agencies NGOs	Communication awareness raising	Yes
Innovation 10	Ecological footprint of cruisers						Difficult to convince the companies		-	-	

2. Innovations to tackle the challenge "Ensuring acceptable air quality and limiting air pollution "

Innovation	Main environ-mental/ societal objective / benefit	Pilot		Potential for dissemination		Potential to significantly reduce impact (high, medium, limited, very limited)	Term (short, medium, long)	Key conditions & levers for dissemination			Potential to inspire guidelines
		Location	Contact of implemen-ting institution	Readiness	Ubiquity			Key conditions	Stakeholders to take initiative	Nature of accompanying instrument[4]	
Speed restrictions	Less air pollution, less fuel consumption, less collision with cetaceans	Not yet implemented. Question on whether should be implemented everywhere or only in special areas	n/a	Ok.	All Med territorial waters and international waters (IMO)	Medium	Medium (regulatory calendar = rel. long and cruise companies need time to adapt itineraries)	Speed restriction most be by law (voluntary approach unlikely to work). Negative part: cruise boats would spend less time in cruise destinations/ shorter calls → smaller economic impact in destinations and more concentration of passenger in destinations. Cruise lines would need to adapt itinerary. Optimize itinerary. Credibility (clear calendar and clear enforcement procedures = necessary for market acceptance) Measure would be most efficient if implemented in whole Mediterranean,	IMO or national authorities to regulate speed. countries to enforce. National regulation also possible in territorial waters. Cruise lines and captains to take action directly on reducing speed.	Enforcement procedure of the measure is crucial with a clear and stringent sanctioning mechanism. Accompany with ECA in a policy mix for air pollution would be good. Question on if overall maritime transport must be regulated as well.	yes

[4] legal, economic, informational, institutional, financial

								or at least sub-regional (West Med).			
Electrification of quays/shore power	Reduce most of air pollution when cruise vessels plugged at quay	Hamburg for three cruise ships, passenger ferries in Marseille		Large infrastructure needed in ports	idem	Very high, but only decarbonize if based on renewables	Medium to long	Nor feasible, at least in the short run, since large amounts of electricity would be needed and this implies to increase network supply capacity	Port authorities to initiate. Electricity providers	Electricity taxes	yes
Generalize and standardize measuring devices in ports and on the coastline for air pollution monitoring	Increase adequate knowledge about air quality in ports	?	?				Medium / long	Agree on harmonized monitoring (what do we measure, where, when, …) and capacity building of authorities to conduct the monitoring. Can help to introduce certification of "low pollution" vessels/ports.	National authorities		
Port use tariff reduction for good environmental management and clean fuel types		Gothenburg						This is already the case in several ports and it is a powerful tool	Ports authorities and cruise companies		
LNG	Decrease air pollution but carbon emissions remain (fossil fuel)							Not an option. It can reduce air pollution but it would be as bad for climate as fossil fuels due to emissions of methane			

Reduce passenger capacity of cruise ships								Difficult to engage with cruise company on a proposal of this kind. More effective to advocate for the application of the concept of "carrying capacity" at destination level as under the Barcelona Convention			
Decentralize cruise terminals out of city centers (Venice)								After discussion, it was concluded that is not the best option. It would shift impact to sites not yet developed			
Synchronize road traffic light information system with punctual arrival of cruise passengers going for coach visits (integrate into city mobility management)	Reduce congestion							It may be effective only if part of a wider mobility strategy.			

3. Innovations to tackle the challenge "Ensuring that boating and cruising do not adversely impact local socio-economic systems and that benefits are shared in an equitable way" and "Promoting a circular economy of boats and related equipment"

	Main environ-mental/ societal objective / benefit	Pilot		Potential for dissemination		Potential to significantly reduce impact (high, medium, limited, very limited)	Term (short, medium, long)	Key conditions & levers for dissemination			Potential to inspire guidelines
		Location	Contact of implementing institution	Readiness	Ubiquity			Key conditions	Stakeholders to take initiative	Nature of accompanying instrument[5]	
Information on waste sorting for cruise ships (in support of Port reception facilities Directive)	Waste prevention/ sorting	Copenhagen	ACR+/Copenhagen Malmoe Port	Almost ready to be replied		Medium (actual phase of implementation), potentially high (alignment with municipal regional waste management systems)	Medium/long	Different means of communication (audio, print, static signs) Obstacles: Waste tourism of ships; challenge: very small marinas without infrastructure	Port authorities; Municipalities; waste management authorities	Tourist information campaign; better signalization of bins/waste fractions in cruise ships, crew information and training (international nature of cruise); sorting facilities in ports/marinas need to be in place; mapping of waste management facilities in each place/port city; reduction of waste at source (procurement of products used on cruise ships)	Regional adaptive systems to comply with Port facilities directive
App to Map where are the boats / what to do with the materials	Recycle materials/ circular economy			Not ready	Potential, but usually in Europe		Medium/long term	Economic viability/awareness of the users / have to know who the owner		Work with construction companies to only use recyclable material in boats. Full life cycle	In France: a law has been made for this. Problem: glass fiber not recyclable. 2

[5] legal, economic, informational, institutional, financial…

								is and contact him		management. Fines for sinking boats.	start-ups in France on the subject. In France you only pay the transport, then treatment is free. APER is managing the waste then (they are paid a fee from boat contraction companies). In Spain= 10k abandoned boats. Average + 10% every year.
Sponge that absorbs hydrocarbons		Genova	Lab in Genova	Move from the lab to the industry		high					
Tax for passengers who are staying less than 1day	Benefit for local economy	Venice						It may be more difficult to put that in place in other cities than in Venice… Problem is cost just added to cruise ship ticket (consumers not knowing that they pay it). Undo tax reductions applied for	Need to evaluate environmental impact and then have a science-based tax. Assess the carrying capacity) of each port. When high pollution (winter in Barcelona for example),		

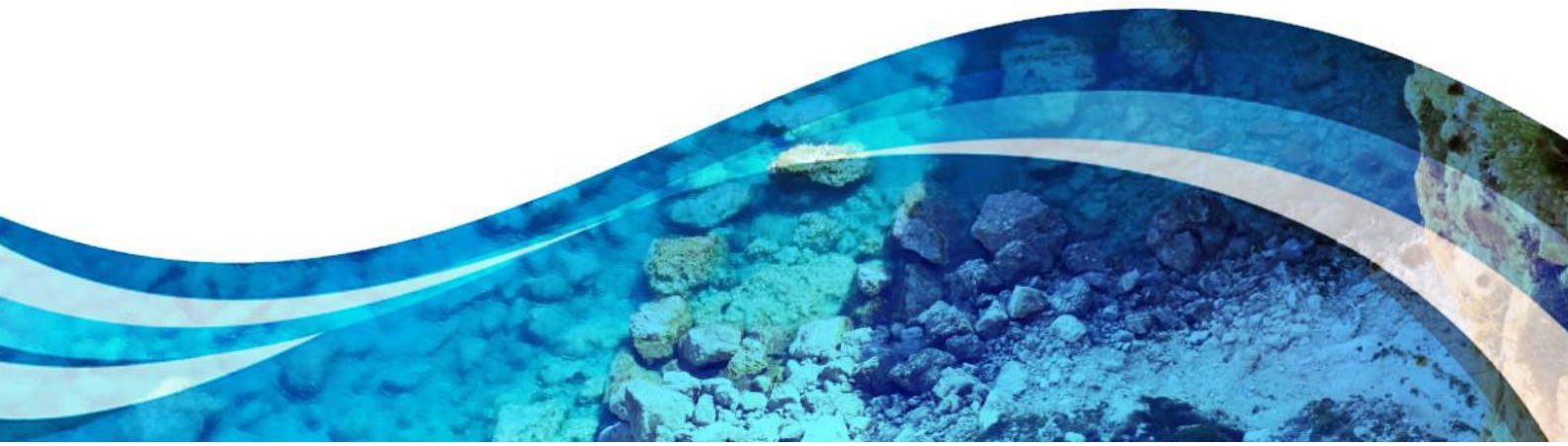
								cruise companies.	reduce n° of participants. When there is a limit, we can ask for higher price (tax or higher environmental management). Switching from quantity to quality tourism. Port authority to collect tax. Have a common taxation/reassigning around the Med to not just shift problems elsewhere.		
Renting your boat / app: communicating on codes of conduct	Raise awareness			Not ready			Long term		Need to work with the apps		Look: Freedom boat club 40000 members in USA, 200 sites. Or “sail with”. Sector changed from property to use.
Electrical boating								Problems of infrastructures (same as for cars)			Ex: E-boats, company working in sustainable/circular economy
Including mandatory environmental awareness and training in boat permit courses and											

professional certifications using boats (marine guides, charter companies, ….)											
Regulate renting of <6m boats to have at least safety and environmental briefing;											

This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

EVENT DATA

Meeting date and duration	25 November 2019 - full day
Venue	WORLD TRADE CENTER MARSEILLE PROVENCE, 2 rue Henri Barbusse, 13001 Marseille https://www.wtcmp.com/en/home/
Country	France



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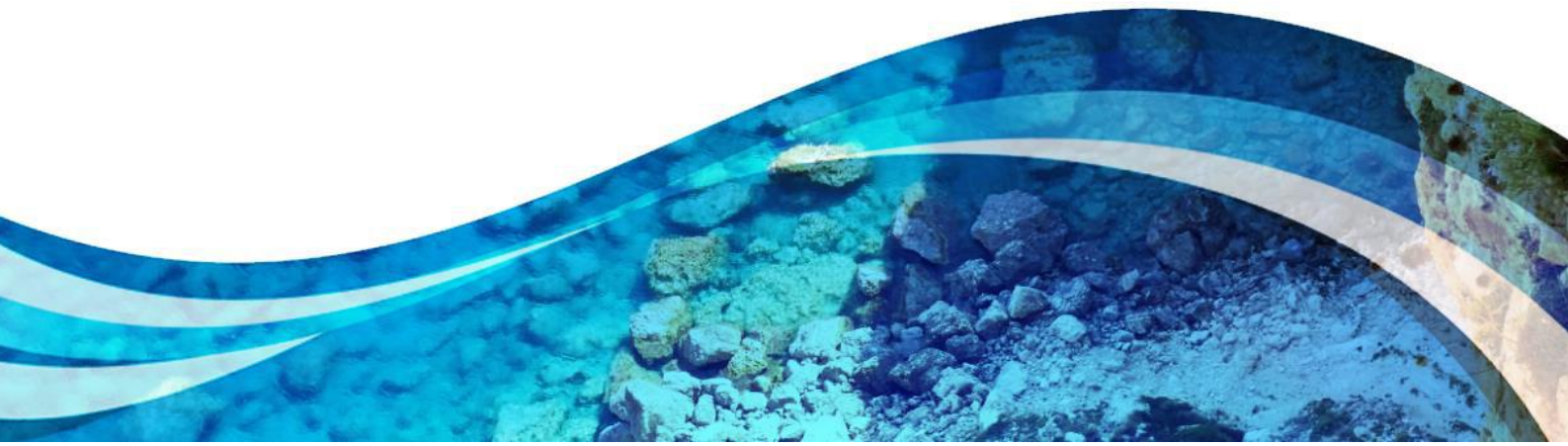
Participants			Organization Type/Designation *(tick one column, if other please define)*				
Name		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**
1.	M. Dumanić	RERA	♂				Public enterprise
2.	JF. Cadiou	IFREMER	♂	x			
3.	G. Jackson	The Travel Foundation	♂			x	
4.	R. Mancini	Plan Bleu	♂		x		
5.	P.Y. Hardy	WWF France	♂		x		
6.	C. Schröder	ETC-UMA	♂	x			
7.	A. Cappato	Port of Genova	♂			x	
8.	E. Lemaitre-Curri	PlanBleu	♀		x		
9.	A.Gonzalez	Eco-Union	♂		x		
10.	S. Gana	SPA/RAC	♂		x		
11.	L. Tode	Plan Bleu	♀		x		
12.	F. Badalamenti	CNR	♂				Public research institute
13.	A. Puig	Angel Puig i Melendres	♂			x	
14.	G. De Sandoval	CIPPM	♂			x	
15.	E. Maniscalco	CPMR	♂				Network of Maritime Regions
16.	AF. Didier	Ministry of the Environnent Energy and Sea	♀				Public body
17.	A. Goubert	Plan Bleu	♀		x		
18.	M.Randone	WWF Med (via web-conference)	♂		x		
19.	C. Danelutti	IUCN Med (via web-conference)	♀		x		

Total Male	14	**Total by Organization Type/Designation**			
Total Female	5	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	**19**	2	9	4	4



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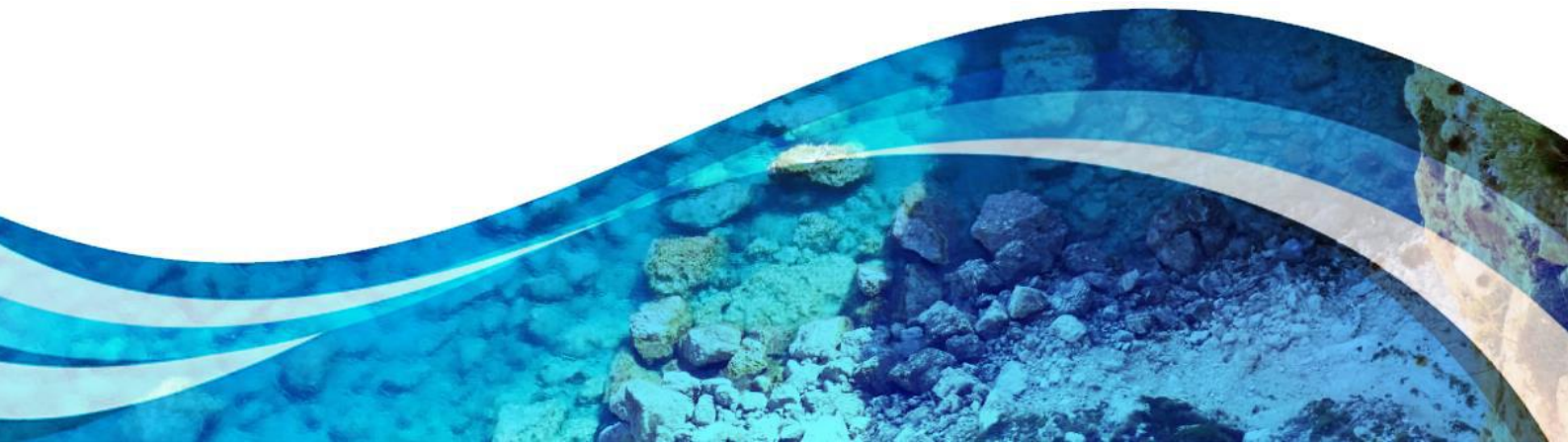
FINANCIAL REPORT

Fill in below table accordingly. All claims should be in the Euro € currency. Eligibility criteria of costs and funding procedure is described in Terms of Reference document under section 6.

Category	**Item**	Value
V	**Total Venue expenses (w/catering)**	€ 3,506,36
T	**Total Travel expenses**	€ 4,574,34
S	**Total Subsistence expenses**	
A	**Total Accommodation expenses**	€ 2,633,00
D	**Total of Dissemination expenses**	
	Total Expenses (disbursed by CNR)	€ 10,713.70 *

* For detailed expenses, please consult CNR.



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blueMed

Coordination and Support Action

Horizon 2020 - BG-13-2016
Grant Agreement 727453

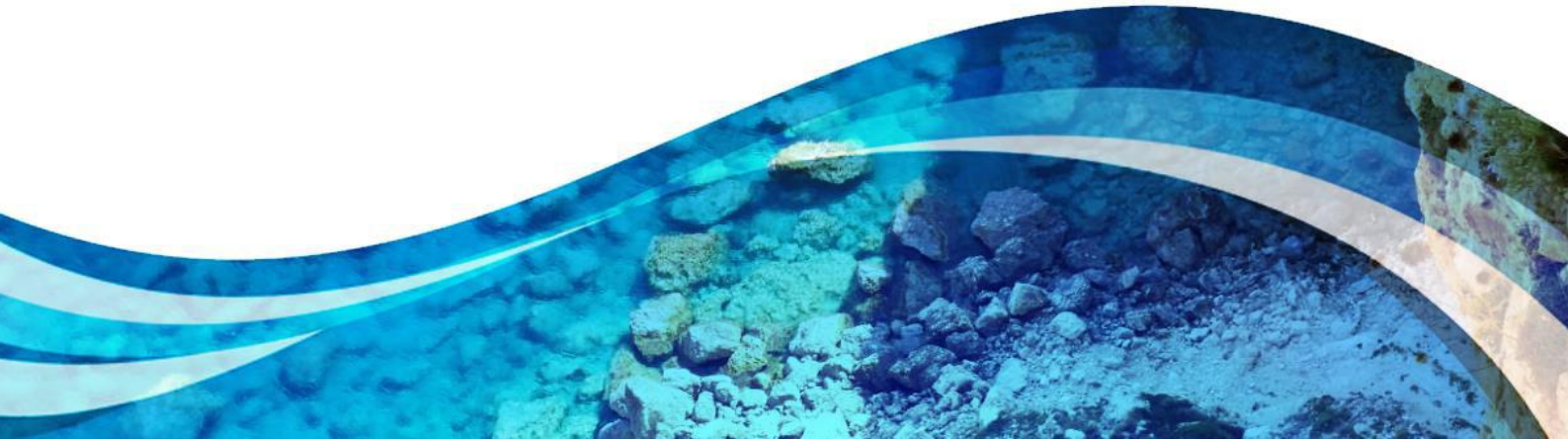
"Start-up Action Meeting (BlueBoatsMed)" (BlueMed SUA 003)

(19 June 2019, Genova, Italy

Preceded by a no-cost webinar on 14 May 2019)

Submission date: 12/07/2019

Author: Lina Tode, Plan Bleu
Coordinator: Lina Tode, Plan Bleu



Start-up Action Title	BlueBoatsMed
Coordinator (Lead Partner)	Plan Bleu
Partnership Agreement No.	BlueMed SUA 003
Contact Person/s	Lina Tode
Contact Details	ltode@planbleu.org
Report Nr.	1

CONTENTS

DESCRIPTION OF EVENT

Bringing together stakeholders with complementary expertise on the cruise and recreational boating sectors in the Mediterranean, all of them involved in separate on-going and related initiatives, the workshop has built on a previous webinar to: (i) analyse the prospects for further and sustainable expansion in the cruise and recreational boating sectors in the Mediterranean, based on partners' knowledge and on-going research, (ii) agree on up to 4 main environmental or societal challenges associated with this expansion (i.e. challenges linked to the rapid changes in the cruise and recreational boating sectors are undergoing and expected to experience in the upcoming years); and (iii) for each selected challenge, present promising innovations through case studies; discuss the potential and readiness for further uptake of these innovations, and identify the main instruments (or policy mixes) necessary to accompany these transitions in the short, medium and long terms.

The workshop followed the agenda below:

9:00 Opening of the meeting

9:15 -9:25 Project presentation

9:25-9:45 Results of the webinar

9:45-10:00 Discussion

10:00-10:15 Coffee break

10:15-12:15 Work in 3 groups to fill in proposed template:

- discuss promising innovations addressing the challenge and chose the most realistic innovation for further work
- discuss the potential of the innovation to address environmental/societal challenges
- discuss enabling conditions for transferring, upscaling and mainstreaming the innovation throughout the Mediterranean (including brief SWOT)

12:15-13:30 Report from the working groups to the plenary

13:30-15:00 Lunch

15:00-16:30 Plenary discussion

- potential to feed regional guidelines (sustainable tourism and cruise & recreational boating in particular)
- spill-over effects/ co-benefits between innovations
- bottlenecks to uptake of the innovation

16:30-17:00 Collective reflection on final expected outputs and next steps

SCOPE

At this point of the project implementation, the project has succeeded in briefly exposing main trends of pleasure boating and cruising in the Mediterranean and in identifying and agreeing on four challenges related to the analysis of prospects for a sustainable transition of the recreational boating and cruising industry. It has also identified a number of innovations to help address these challenges. During the Genova workshop, participants debated on the potential of each of these innovations to tackle the identified challenges and for their upscaling and generalization throughout the Mediterranean. The results from this workshop will be complemented in another upcoming workshop, scheduled for fall 2019. This will then allow to draft a short foresight report on the challenges, innovations and their potential to contribute to a sustainable transition of the cruising and recreational boating sectors in the Mediterranean.

This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

OUTCOMES

The outcomes of the project have so far been documented in form of matrices, planned to be developed into more narrative outputs in a next step.

IDENTIFICATION OF TRENDS, 4 CHALLENGES AND RELATED INNOVATIONS

Trends	**Challenges** (applying to both cruising and recreational boating)	**Innovations** (applying to both cruising and recreational boating)
<u>Cruise</u> - N° of passengers, n° of passenger movements (8.6 million in 2000 vs. 28 in 2018) and size of vessels growing and expected to continue to grow, 5 ports with more than 3000 pax/call on average, 8 ports with more than 1 million passengers/year[1] - Off-season cruising growing in some ports - High season = May-Oct (70% of pax movements and 80% of calls) with October being the highest - Cruising is mostly and increasingly concentrated in the West Med (75%) - The sector is vulnerable to geopolitical/security issues - Public investment in ports does not always imply local return on investment. The economic impact of embarking/ disembarking passenger is different than that of a transit passenger. The distributional effects of revenues from cruising and negative impacts from cruising seem to be inequitable. <u>Recreational boating and yachting</u> - N° of mega yachts (more than 34 m long) increasing: 5373 in 2018 in the world (just over 2000 in 1999, 4463 in 2012), out of which 70% are sailing in the Med all the year, with the phenomenon of seasonal transfer of mega yachts between the Med and the Caribbean having very much declined. The yachts stay in the Med	Safeguarding ecosystems and biodiversity	- Establish authorization procedures to sail in highly sensitive areas and linked buffer zones, including carrying capacity control (limit n° of permits, visitors, moorings, …) - Local mobility solutions in cruise destination cities - Use citizen science and involvement for monitoring *Posidonia oceanica* and other sensitive marine habitats /species and increase awareness on impacts of anchoring - Regulate anchoring type (mooring to buoys, on sandy ground) and promote the use of innovative ecological anchors (see start-up from Marseille) - Promote "smart boats": environmentally friendly management of the boat that is connected to technology and applications (see application in Balearic Islands for anchoring)
	Ensuring that boating and cruising do not adversely impact local socio-economic systems and that benefits are shared in an equitable way	

[1] The webinar highlights that there is an issue of data interpretation (use of different indicators to measure the dynamics of the cruise industry), which is key especially because strategic decisions and investments flows are based on such data

Trends	Challenges (applying to both cruising and recreational boating)	Innovations (applying to both cruising and recreational boating)
- The cost of a mega yacht ~ 1 million per meter. Mega yachts have a considerable economic impact on ports = about 10% of the yacht's value/year for insurance, fuel, dockage fees, maintenance, crew, etc. - Mega yachts have increasingly good facilities to manage environmental problems - The average age of owners of recreational boats is increasing and getting old. There will be a discontinuity between generations of boat owners - There are changes in the use of recreational boats: (i) emergence of "Air Bnb"-type business models for boats (change from ownership to experience), (ii) boats go out sailing only around 10 times/year and stay at the marina most of the time, sometimes used rather as a holiday home (phenomenon comparable to that of camping caravans decades earlier). Marinas become parking lots for boats instead of being sources of territorial development, (iii) increase of organized week-end sailing trips - Increasing number of related services proposed to boaters - Refit and repair industry is a significant sub-sector and is becoming increasingly important: Italy is the world's top country, followed by USA, France, Spain and Greece - Outboard engines are developing - Increase of hybrid and electric propulsion	Ensuring acceptable air quality and limiting air pollution Promoting a circular economy of boats and related equipment (boats being abandoned inland or sunk in the sea)	- Speed restrictions (reducing noise/ emissions/collisions(?) and reduce fuel costs) - ECA/SECA - Shore power for cruise vessels and recreational boats/ yachts - LNG- fueled cruise vessels - Smart marinas (digitalization for advanced and diversified offer of services)

1. Innovations to tackle the challenge "Safeguarding ecosystems and biodiversity"

	Main environ-mental/ societal objective / benefit	Pilot		Potential for dissemination		Potential to significantly reduce impact (high, medium, limited, very limited)	Term (short, medium, long)	Key conditions & levers for dissemination			Potential to inspire guidelines
		Location	Contact of implemen-ting institution	Readiness	Ubiquity			Key conditions	Stakeholders to take initiative	Nature of accompanying instrument[2]	
Innovation 1	Floating anchoring (Protect Posidonia)	MPA Portofino and Kuriat area (to be implemented)	Management Consortium	Ready	Easily transferable sites (Calanque)	High	Since now	Existence of this system in the management plan	Local authority, coast guard and boats owners and local NGOs (x communication)	Public awareness	yes
Innovation 2	Ecological anchor (Protect Posidonia)	MPA Calanque	Private enterprise	Patent existence	Yes, high potential	High	Available	Regulatory framework	MPA	Communication	no
Innovation 3	Electric engine x ferry boats to reduce emission and noise	MPA Portofino	Management consortium	Not ready	A bit expensive	High	Long	Financial resources	Management Consortium + Local authorities	Communication	no
Innovation 4	Engagement of cruise company in water monitoring	All over the Med	Cruise company	Not ready but already existing for ferry boats	Easily implementable everywhere	limited	Short/medium	Equipment paid by the company	Cruise company, research/scientific actors	Lobbying/Economic (recovery of investments)	no
Innovation 6	Ensure the financial viability of MPAs (Trust)	All MPAs	Local Authority	Difficult	Yes	High	Medium/long	Regulatory framework (taxes)	Legislators	Tax scheme	no

[2] legal, economic, informational, institutional, financial…

Innovation 7	Reduce underwater noise and disturbance	MPA Portofino	Management Consortium	ready	Other Liguria MPAs	High	Medium-long	Financial resources	Professional fishermen	Regulatory framework (protocol of conduct)	yes
Innovation 8	Fuel engine to feed batteries (approaching maneuvering)	Not yet put in place?		Not ready		Medium	Medium / long				
Innovation 9	Direct sanctioning for mooring on posidonia and mobile app to book moorings	Balearic Islands		ready	Replicable	High / medium	medium	Unify regulations for posidonia-anchoring all through the Med	Legislators / policy-makers	Regulatory framework	yes

2. Innovations to tackle the challenge "Ensuring acceptable air quality and limiting air pollution "

Innovation	Main environ-mental/ societal objective / benefit	Pilot		Potential for dissemination		Potential to significantly reduce impact (high, medium, limited, very limited)	Term (short, medium, long)	Key conditions & levers for dissemination			Potential to inspire guidelines
		Location	Contact of implemen-ting institution	Readiness	Ubiquity			Key conditions	Stakeholders to take initiative	Nature of accompanying instrument[3]	
Speed restrictions	Less air pollution, less fuel consumption, less collision with cetaceans	Not yet implemented. Question on if it should be implemented everywhere or only in special areas	n/a	Ok.	All Med territorial waters and international waters (IMO)	Medium	Medium (regulatory calendar = rel. long and cruise companies need time to adapt itineraries)	Speed restriction most be by law (voluntary approach unlikely to work). Negative part: cruise boats would spend less time in cruise destinations/ shorter calls → smaller economic impact in destinations and more concentration of passenger in destinations. Cruise lines would need to adapt itinerary. Optimize itinerary. Credibility (clear calendar and clear enforcement procedures = necessary for market acceptance) Measure would be most efficient if implemented in whole Mediterranean,	IMO or national authorities to regulate speed. countries to enforce. National regulation also possible in territorial waters. Cruise lines and captains to take action directly on reducing speed.	Enforcement procedure of the measure is crucial with a clear and stringent sanctioning mechanism. Accompany with ECA in a policy mix for air pollution would be good. Question on if overall maritime transport must be regulated as well.	yes

[3] legal, economic, informational, institutional, financial…

								or at least sub-regional (West Med).			
Electrification of quays/shore power	Reduce most of air pollution when cruise vessels plugged at quay	Hamburg for three cruise ships, passenger ferries in Marseille		Large infrastructure needed in ports	idem	Very high, but only decarbonize if based on renewables	Medium to long	Issue: large amounts of electricity needed during daytime only	Port authorities to initiate. Electricity providers	Electricity taxes	yes
Generalize and standardize measuring devices in ports and on the coastline for air pollution monitoring	Increase adequate knowledge about air quality in ports	?	?				Medium / long	Agree on harmonized monitoring (what do we measure, where, when, …) and capacity building of authorities to conduct the monitoring. Can help to introduce certification of "low pollution" vessels/ports.			
Port use tariff reduction for good environmental management/clean fuel types		Gothenburg									
LNG	Decrease air pollution but carbon emissions remain (fossil fuel)							Can be a transition solution to reduce air pollution but not a decarbon-solution			

Reduce passenger capacity of cruise ships											
Decentralize cruise terminals out of city centers (Venice)								Put into place sea shuttles, road traffic to transport people to the city centers			
Synchronize road traffic light information system with punctual arrival of cruise passengers going for coach visits (integrate into city mobility management)	Reduce congestion							Can also synchronize with booking system of visits to include a carrying capacity and stop selling when exceeding capacity.			

3. Innovations to tackle the challenge "Ensuring that boating and cruising do not adversely impact local socio-economic systems and that benefits are shared in an equitable way" and "Promoting a circular economy of boats and related equipment"

	Main environ-mental/ societal objective / benefit	Pilot		Potential for dissemination		Potential to significantly reduce impact (high, medium, limited, very limited)	Term (short, medium, long)	Key conditions & levers for dissemination			Potential to inspire guidelines
		Location	Contact of implementing institution	Readiness	Ubiquity			Key conditions	Stakeholders to take initiative	Nature of accompanying instrument[4]	
Information on waste sorting for cruise ships (in support of Port reception facilities Directive)	Waste prevention/ sorting	Copenhagen	ACR+/Copenhagen Malmoe Port	Almost ready to be replied		Medium (actual phase of implementation), potentially high (alignment with municipal regional waste management systems)	Medium/long	Obstacles: Waste tourism of ships	Port authorities; Municipalities; waste management authorities	Tourist information campaign; better signalization of bins/waste fractions in cruise ships	Regional adaptive systems to comply with Port facilities directive
App to Map where are the boats / what to do with the materials	Recycle materials/ circular economy			Not ready	Potential, but usually in Europe		Medium/long term	Economic viability/awareness of the users / have to know who the owner is and contact him			
Sponge that absorbs hydrocarbons		Genova	Lab in Genova	Move from the lab to the industry		high					

[4] legal, economic, informational, institutional, financial…

Tax for passengers who are staying less than 1day	Benefit for local economy	Venice						It may be more difficult to put that in place in other cities than in Venice…			
Renting your boat / app ?	Raise awareness			Not ready			Long term				
Electrical boating								Problems of infrastructures (same as for cars)			

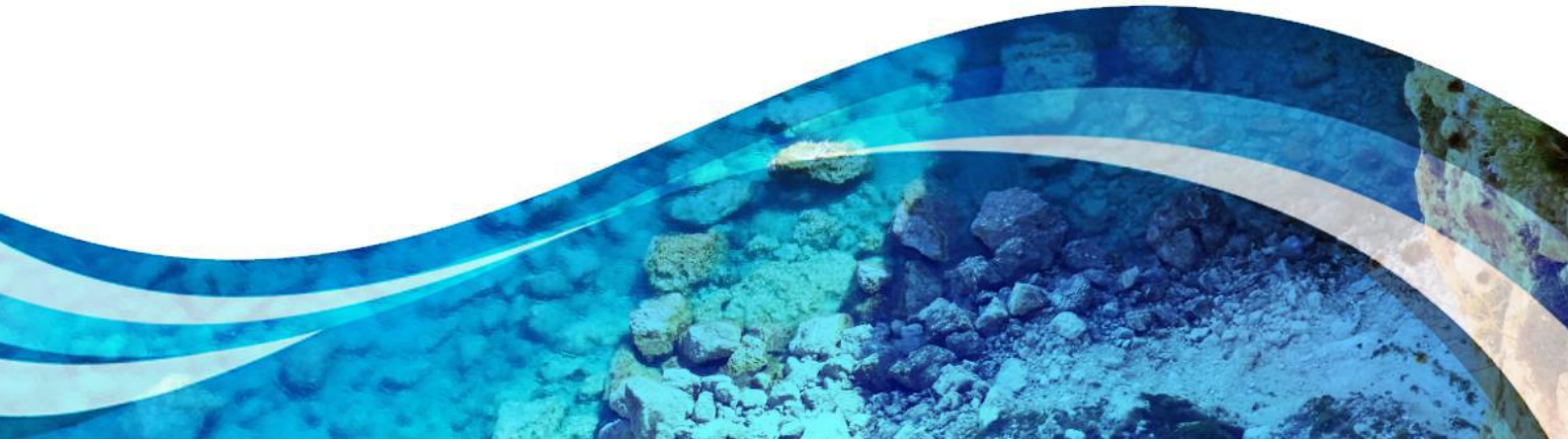
This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

EVENT DATA

Following a delay in the signature date of the partnership agreement, the project implementation has been delayed. The overall project calendar was readjusted because key experts involved in the project were not available at the time of the delayed partnership agreement signature. In the SUA proposal, 3 meetings were planned, one in December 2018, one in February 2019 and one in April 2019. This has been readjusted to one webinar on 14 May 2019, one physical meeting on 19 June 2019 and another physical meeting to come in fall 2019.

Meeting date and duration	19 June 2019 - full day
Venue	Centro di Congressi, Porto Antico, Genova
Country	Italy

Participants				**Organization Type/Designation (tick one column, if other please define)**			
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**
1.	Valentina Cappanera	Portofino MPA	♀				MPA
2.	Alberto Cappato	Porto Antico di Genova	♂			x	
3.	Thomas Corona	Marseille-Cruise	♂			x	



4.	Marjan Dumanic	RERA SD	♂				Public enterprise
5.	Anna Goubert	Plan Bleu	♀		x		
6.	Slim Gana	RAC-SPA	♂		x		
7.	Alejandro Gonzalez	EcoUnion	♂		x		
8.	Franceso Lembo	ACR+	♂		x		
9.	Andrea Lotesoriere	European Boating Industry	♂			x	
10.	Raffaele Mancini	Plan Bleu	♂		x		
11.	Lina Tode	Plan Bleu	♀		x		

Total Male	8	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	3	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	11	0	6	3	2

FINANCIAL REPORT

Fill in below table accordingly. All claims should be in the Euro € currency. Eligibility criteria of costs and funding procedure is described in terms of reference document under section 6.

Category	**Item**	Value
V	**Total Venue expenses**	€ 2.392
T	**Total Travel expenses**	€ 2700
S	**Total Subsistence expenses**	
A	**Total Accommodation expenses**	€ 2.100
D	**Total of Dissemination expenses**	
	Total Expenses (disbursed by CNR)	7,192 €*

* Estimated expenses. The service was billed "*a corpo*" without details of individual expenses.

List of expenses	Item description	Quantity	Value	Category
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
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European Commission

blueMed

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Annex 2

Coordination and Support Action

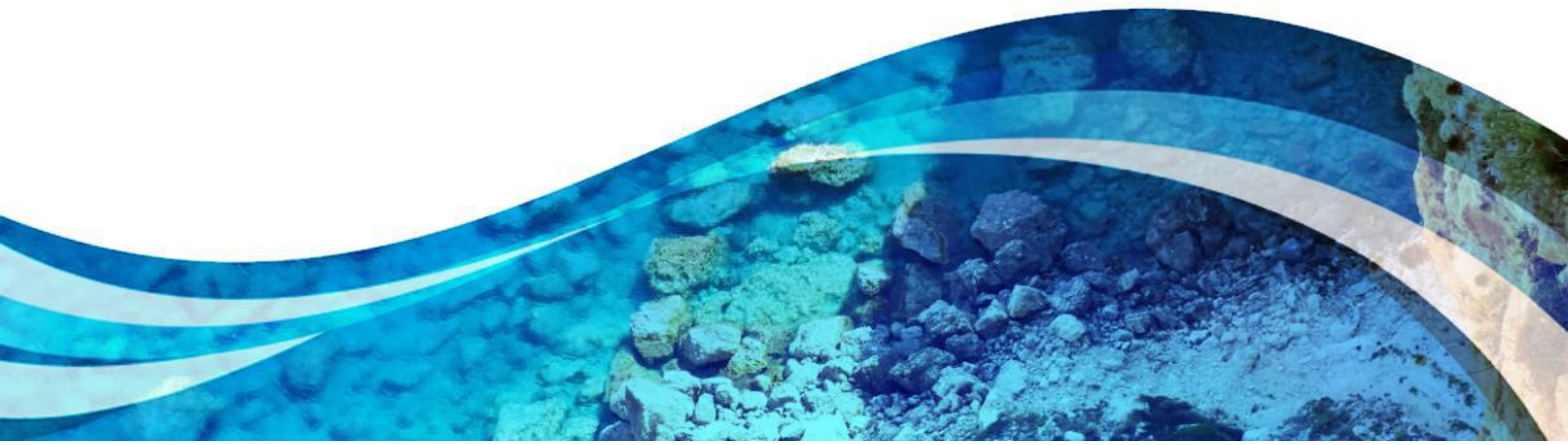
Horizon 2020 - BG-13-2016
Grant Agreement 727453

"Start-up Action Meeting (ECOMEDPORT)" (BLUEMED_SUA_002)

(Meeting n°1 on 26-27-28 September 2019)

Submission date: 23-10-2019

Author: Marco Pellegrini
Coordinator: Prof. Cesare Saccani



Start-up Action Title	Feasibility study of an ecosystem-oriented plant for sediments management in Mediterranean ports and marinas
Coordinator (Lead Partner)	University of Bologna – Department of Industrial Engineering
Partnership Agreement No.	BLUEMED_SUA_002
Contact Person/s	Prof. Cesare Saccani Marco Pellegrini
Contact Details	cesare.saccani@unibo.it marco.pellegrini3@unibo.it
Report Nr.	1

CONTENTS

DESCRIPTION OF EVENT

The **ECOMEDPORT project** aims to promote the adoption of an innovative and sustainable technology for the management of sediments in harbours' areas in the Mediterranean Sea. The final goal of ECOMEDPORT project is the realization of a feasibility study for the application of the technology in specific sites, as in Tunisia and Lebanon, through the involvement of experts in different fields from different countries. In fact, to achieve the main project goal it is necessary the interaction between all the involved public and private stakeholders which in various ways contribute to the management of sediments.

The project consortium includes experts from the University of Bologna and Trevi S.p.A., that are familiar with the technology since they have tested it in two previous European projects (LIFE MARINAPLAN PLUS and CO-EVOLVE), and three partners from other Mediterranean countries: the National Institute of Marine Sciences and Technologies (INSTM) from Tunisia, Al-Midan NGO from Lebanon, and Ydronomi Consulting Engineers from Greece.

The first meeting has been organized in Italy in order to let the invited experts to see the technology in operation in the existing demo plant (in Cervia and in Cattolica) and to deepen how the technology has been developed and in which technological and normative framework. The meeting has been divided into three days (or, more properly, two full days and a half). In the afternoon of the first day (26th of September) a project meeting between the partners and the invited experts from Lebanon and Tunisia was organized to exchange know-how and information about the technology and the possible applications, as well as to plan the next project activities, including the meetings to be held in Tunisia and Lebanon. The second day (27th of September) was dedicated to a conference about sediment management, with experts contributes from Italy, Lebanon and Tunisia. In particular, the focus on the Italian experts contributes was on the legislative and environmental issues related to sediment management, and included also some examples on how sediment management impacts on Marinas and industrial ports operation. The conference included a site visit to demonstration plant of Cervia for the sediment management at the port inlet. Finally, the third day (28th of September) was dedicated to the Municipalities and the local management of sediment, including erosion issues. The scope of the conference was to highlight the impact of sediment management on beach tourism and how innovation can bring new opportunities for a sustainable development of coastal tourism.

The three days meeting involved more than 100 people (55 registered) and allowed to disseminate to national and international experts about the innovative technology tested in MARINAPLAN PLUS and CO-EVOLVE projects.

The final goal of ECOMEDPORT project is the realization of a feasibility study for the application in specific sites, as in Tunisia and Lebanon, of the innovative technology for seabed maintenance tested by Trevi SpA and University of Bologna in two European funded projects (LIFE MARINAPLAN PLUS and CO-EVOLVE). So, the first objective of the first Italian meeting was to show to the invited experts (both national and international) the technology in operation. In particular, the involvement of Lebanon and Tunisian experts was fundamental to guarantee an effective technological transfer, in order to make them more confident about the technology working principle, potential and limitation, thus being relatively independent in the evaluation of potential sites for replication. The initial effort may result as decisive in order to make more effective the following meetings in Tunisia and Lebanon. The first meeting of ECOMEDPORT project has been split into two days and a half to guarantee time enough to visit the demo plants in Cervia and Cattolica.

In the first day (26th September 2019) a **project meeting** has been organized at the Faculty of Engineering, University of Bologna. The meeting started at 17:00, waiting for the foreign experts to join the meeting room. In particular, Bechir Bejaoui and Nouveddire Zaaboub from INSTM (Tunisia), Prof. Walid Kamali from University of City (Lebanon), Ali Kalakesh from Port of Tripoli (Lebanon), Roberto Montanari and Christian Marasmi (Emilia-Romagna region), Giovanni Preda (Trevi SpA), Prof. Cesare Saccani, Marco Pellegrini, Alessandro Guzzini and Edoardo Pelliconi (University of Bologna) joined the meeting as invited experts. Prof. Kamali and Mr. Kalakesh were invited by Al-Midan NGO, while Mr. Montanari and Mr. Marasmi were invited by University of Bologna. No one from Ydronomi Consulting Engineers was able to participate due to previous commitments, while no experts were identified in Greece, since in the region near Ydronomi Consulting Engineers company sediment management is a minor issue. Nevertheless, the Greek company will continue to monitor potential stakeholder involvement from other regions. The project meeting included a preliminary presentation made by University of Bologna about ECOMEDPORT project objectives, activities and budget, followed by a presentation given by Trevi SpA about the technology, including photos and videos taken from the demo sites. Then, a technical debate started between the experts and the personnel from University of Bologna and Trevi, aiming to given the maximum information and clarifications. Moreover, the discussion included normative/legislative aspects, in particular how the technology can be classified in Tunisia or Lebanon (i.e. in Italy the technology is not considered as a dredging, but the analysis can be different in other Countries). Project partners discussed also about the organization of the next meetings, and decided to organize both in the first months of 2020, thus giving some time to the local experts to identify potential site(s) and interested stakeholder.

Figure 1. Picture of the ECOMEDPORT project meeting at the Faculty of Engineering, Bologna.

In the second day (27th of September) a **conference titled "*Research and innovation of sediment management in ports areas*"** has been organized and hosted in the Faculty of Engineering in Bologna. The conference room has been given for free by the University of Bologna. The event was aimed to exchange information between all the involved stakeholders in the management of sediments in harbours' areas, with a particular focus on Emilia-Romagna region framework, thus giving to the foreign experts a complete view of the technical and normative framework in which the technology developed. In particular, Dott. Andrea Barbanti from ISMAR-CNR gave a presentation about the Bluemed Initiative, Prof. Cesare Saccani from UniBo and Dott. Giovanni Preda from Trevi SpA showed the technology and discussed about ECOMEDPORT start-up initiative, Dott. Bechir Béjaoui and Prof. Walid Kamale presented an overview of, respectively, Tunisian and Lebanese sediment management framework. A panel discussion concluded the conference in Bologna and synthetized the main results of the morning. In the afternoon, a technical visit to the innovative plant for sediments management in Cervia harbour was organized. The plant, realized in the project entitled "*LIFE MARINAPLAN PLUS: reliable and innovative technology for the realization of a sustainable marine and coastal seabed management plan*", ensures seabed management at the entrances of small ports drastically reducing maintenance dredging operations.

Figure 2. The panel discussion with experts from several sectors concluded the first part of the event on 27th September 2019 in Bologna.


Figure 3. A picture taken during the technical visit to the plant in Cervia. In particular, the ejector technology was shown and explained to the participants.

In the third and final day (28th September 2019) a further **conference entitled "*The impact of sediment management on coastal tourism*"** was organized in Riccione to disseminate knowledge about sediments' impact on local tourism and possible solutions derived from real cases applications. The conference was hosted by the Municipality of Riccione, which gave together with the local Italian naval league patronage to the conference. In particular, the Municipality of Riccione gave for free the conference room at the "Palazzo del Turismo", while the local Italian Naval League produced the dissemination material (conference brochures and clipboards). Local experts from i) universities, ii) local municipalities and iii) regional government were invited to participate to the conference. A panel

discussion involving representatives of the local municipalities of Riccione, Cattolica and Cervia concluded the conference. A technical visit followed the conference: an experimental plant for sediments management installed in the yard of a local enterprise in Cattolica was realized. The operation of the plants was explained to the participants that were also able to see the "ejector" technology in operation.

Figure 4. A moment during the second day conference in Riccione.

Figure 5. A picture taken during the technical visit to the experimental plant in Cattolica. In particular, the ejector technology was shown and explained to the participants.

The realization of the first meeting allowed to the Tunisian and Lebanon experts in particular, and to other invited experts, to have a full explanation of the technology and to see it in operation. The Tunisian and Lebanon experts are now able to verify where to apply the technology and with which effectiveness, and to explore the national legislation to evaluate the proper classification of the technology.

The ECOMEDPORT initiative represents a great opportunity for the Mediterranean ports and coastal stretches, suffering respectively of silting and erosion phenomena, to find smart ecosystem-based solutions at lower impact than traditional solutions, and to develop new job opportunities in the field of management and maintenance of ports and littorals. ECOMEDPORT in line with - and contributing to - the achievement of the main objectives of BLUEMED to fully develop the potential of marine/maritime sectors, structuring transnational cooperation to create new "blue" jobs and to improve social wellbeing, sustainable prosperity, and the environment of the Med region. In particular, with reference to the implementation of the BLUEMED SRIA (ambits and goals), the proposed technological solution represents an innovative business development opportunity in the Med area, developing a new technology and related products and services, already under demonstration in pilot sites of two European projects (innovative businesses development), and also a great opportunity for strengthening synergies between science, industry and policy makers in the field of maritime transport and safety (safe maritime transport in med ports and facility) and in the field of protection and integrated management of coastal areas (hazard and protection of coastal areas in the mediterranean/iczm&msp) with an ecosystem-friendly approach (services, resources, vulnerability and resilience of med ecosystems). It is also a great opportunity of valorization of Research& Innovation activity and application developed as demonstratives thanks to two European projects, of two different programs (Life+ and InterregMED), one of which being part of a framework project labelled by the Union for the Mediterranean, within the ambit of Water & Environment and Blue Economy sectors.

OUTCOME

The invited experts from Lebanon and Tunisia had the chance to see the technology in operation and to deepen working principles, maintenance issues, installation and operation costs, legislative/normative peculiarities. The experts already identified some potential sites for replication (Port of Tripoli in Lebanon, some fishing ports in Tunisia), but more time is needed to evaluate legislative barriers and the real interest of local stakeholder and decision makers.

The aim is to identify the potential sites by the end to 2019 in order to realize near the sites the following project meetings. Both meetings should be organized in March 2020 in Lebanon and Tunisia. The feasibility studies will be completed by July 2020.

So, the tentative agenda for both meetings two and three is:

- project meeting (activities, budget, feasibility study progress);
- site visit;
- workshop/meeting with local stakeholder and decision makers.

EVENT DATA

The original project schedule was as follows:

- October 2018: virtual kick-off meeting (via skype or other web instruments);
- March 2019: two days' project meeting in Italy, hosted by UNIBO. Day one: meeting in Bologna with the project partners. Day two: demo plants visit in Cervia and/or Cattolica. Day two meeting will be open to the invited experts.
- June 2019: two/three days' project meeting in Tunisia, hosted by INSTM. Day one: meeting in Tunis with the project partners and the invited experts. Day two/three: potential site(s) visit (if necessary, the site visit can be organized also in day one).
- September 2019: two/three days' project meeting in Lebanon, hosted by Al Midan. Day one: meeting with the project partners and the invited experts. Day two/three: potential site(s) visit (if necessary, the site visit can be organized also in day one).
- October 2019: virtual meeting (via skype or other web instruments).
- December 2019: draft of a preliminary version of the feasibility study.
- March 2020: submission of final version of the feasibility study, including minutes of meeting.

Indeed, since the Partnership Agreement has been signed on January 2019, a shift in the activities was necessary. The virtual kick-off meeting was realized on 30th January 2019. Then, it was decided to post-pone the first event in Italy after the summer season and to organize it in three days instead of two (26-27-28 September 2019) to avoid problems and issues in visiting the demo plant in Cervia and Cattolica as well as in the organization of flights and stays.

This project has received funding from the *European Union's Horizon 2020 research and innovation programme* under grant agreement No 727453

Meeting date and duration	26/09/2019: from 17.00 to 20.00 27/09/2019: from 8.30 to 17.00 28/09/2019: from 9.00 to 16.00
Venue	26/09/2019: Bologna 27/09/2019: Bologna and Cervia 28/09/2019: Riccione and Cattolica
Country	Italy

Registered Participants			**Organization Type/Designation (tick one column, if other please define)**				
Name of Participant		**Affiliation**	**Gender**	**Academia**	**NGO**	**Private Enterprise**	**Other**
1.	Albertazzi Carlo	Regione Emilia Romagna	M				X Regional government Authority
2.	Aversa Alessandro	Marina di Cattolica	M			X	
3.	Angelini Mattia	Soilmec S.p.A.	M			X	
4.	Archetti Renata	University of Bologna	F	X			

5.	Arienti Antonio	Trevi S.p.A.	M			X	
6.	Barbanti Andrea	ISMAR-CNR	M				X Public research centre
7.	Bejaoui Bechir	INSTM	M				X Public research centre
8.	Bertini Silvano	Regione Emilia Romagna	M				X Regional government Authority
9.	Bianchini Augusto	University of Bologna	M	X			
10.	Bianco Olinto	Private consultant	M				X Self employed
11.	Bissi Paola	Regione Emilia Romagna	F				X Regional government Authority
12.	Brigidi Patrizia	University of Bologna	F	X			
13.	De Nittis Apollonia	Regione Emilia Romagna	F				X Regional government Authority
14.	Campana Jean Pierre	University of Bologna	M	X			

15.	Damiani Leonardo	Politecnico di Bari	M	X			
16.	Di Federico Iginio	Retired professor of the University of Ferrara	M	X			
17.	Fabbri Francesco	Lega Navale Italiana	M		X		
18.	Favi Elena	Comune di Rimini	F				X Local municipality
19.	Ferla Maurizio	CN-COS ISPRA	M				X National environment agency
20.	Fuschini Lorenzo	Order of Engineers	M				X Order of Engineers
21.	Gaeta Maria Gabriella	University of Bologna	F	X			
22.	Gallo Francesco	Studio Professionale Metamorfosis	M				X Private company
23.	Gambetti Marina	Comune di Riccione	F				X Local municipality
24.	Gazzolo Paola	Regione Emilia Romagna	F				X Regional government Authority

25.	Graziani Matteo	Autorità Portuale di Ravenna	M				X National Harbour Authority
26.	Guzzini Alessandro	University of Bologna	M	X			
27.	Kalakesh Ali	Port of Tripoli	M			X	
28.	Landi Luca	University of Bologna	M	X			
29.	Lenzi Giuseppe	Lega Navale	M				X Public association
30.	Malaisi Gianfranco	Marina di Cattolica	M			X	
31.	Mali Matilda	Politecnico di Bari	F	X			
32.	Marasmi Christian	Regione Emilia Romagna	M				X Regional government Authority
33.	Matteucci Francesco	Clust-ER GreenTech	M				X Private association of enterprises and research centres.
34.	Mazza Simone	University of Bologna	M	X			

35.	Montanari Roberto	Regione Emilia Romagna	M				X Regional government Authority
36.	Morolli Christian	Regione Emilia Romagna	M				X Regional government Authority
37.	Nigro Carmine	Geomeda&engineering srls	M			X	
38.	Olivieri Luca	Order of Engineers	M				X Order of Engineers
39.	Ottolenghi Guido	Gruppo Tecnico Confindustria per I trasporti, la Logistica e l'Economia del Mare	M			X	
40.	Ottolitri Daniele	Technical consultant	M				X Self-employed
41.	Pelliconi Edoardo	University of Bologna	M	X			
42.	Pellegrini Marco	University of Bologna	M	X			
43.	Perocchio Roberto	AssoMarinas	M				X
44.	Preda Giovanni	Trevi S.p.A.	M			X	

45.	Ruffini Armando	Capitaneria di Porto di Ravenna	M				X Military authority
46.	Saccani Cesare	University of Bologna	M	X			
47.	Sammarco Elisa	Order of Engineers	F				X Order of Engineers
48.	Soverini Giampaolo	Order of Engineers	M				X Order of Engineers
49.	Spirito Gilberto	Order of Engineers	M				X Order of Engineers
50.	Tonni Daniela	Order of Engineers	F				X Self-employed
51.	Vescovelli Marco	Comune di Cattolica	M				X Local Municipality
52.	Vici Alessandro	Associazione Blennius	M		X		
53.	Walid Kamali	University of City	M	X			
54.	Zaaboub Nouveddire	INSTM	M				X Public research centre
55.	Zagheri Riccardo	Associazione Blennius	M		X		

Total Male	44	**Total by Organization Type/Designation (sum-up the above)**			
Total Female	11	**Academia**	**NGO**	**Private Enterprise**	**Other**
Total	55	15	3	8	29

FINANCIAL REPORT

Category	Item	Value [€]
V	**Total Venue expenses**	2,238
T	**Total Travel expenses**	6,329
S	**Total Subsistence expenses**	5,098
A	**Total Accommodation expenses**	3,677
D	**Total of Dissemination expenses**	535
	Total Expenses	17,877

List of expenses	Item description	Quantity	Value [€]	Category
1.	Simultaneous translation from Italian to English	1	2,238	V
2.	Print of n°5 poster and of n°100 brochures of 27th September conference	1	535	D
3.	Accommodation for project partners and invited experts	1	3,677	A
4.	Project meeting coffee break, 27th September conference coffee break and lunch	1	2,487	S
5.	Project dinner 26th September	1	746	S
6.	28th September conference coffee break and lunch	1	1,119	S
7.	Conference dinner 27th September	1	746	S

8.	Project partners and invited experts flights/train tickets	1	2,052	T
9.	Project partners and invited experts airport/train station transfer from/to hotel and conference room	1	870	T
10.	27th conference transfer (Bologna-Cervia-Bologna)	1	2,039	T
11.	27th conference transfer (Cervia-Riccione)	1	249	T
12.	28th conference transfer (Riccione-Cattolica-Riccione)	1	622	T
13.	28th conference transfer (Cattolica-Bologna)	1	497	T

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